

# INSIDE TRACK



LIGHTHOUSE—YACHT HARBOR

(SEE PAGES 6-7)



VOLUME 13

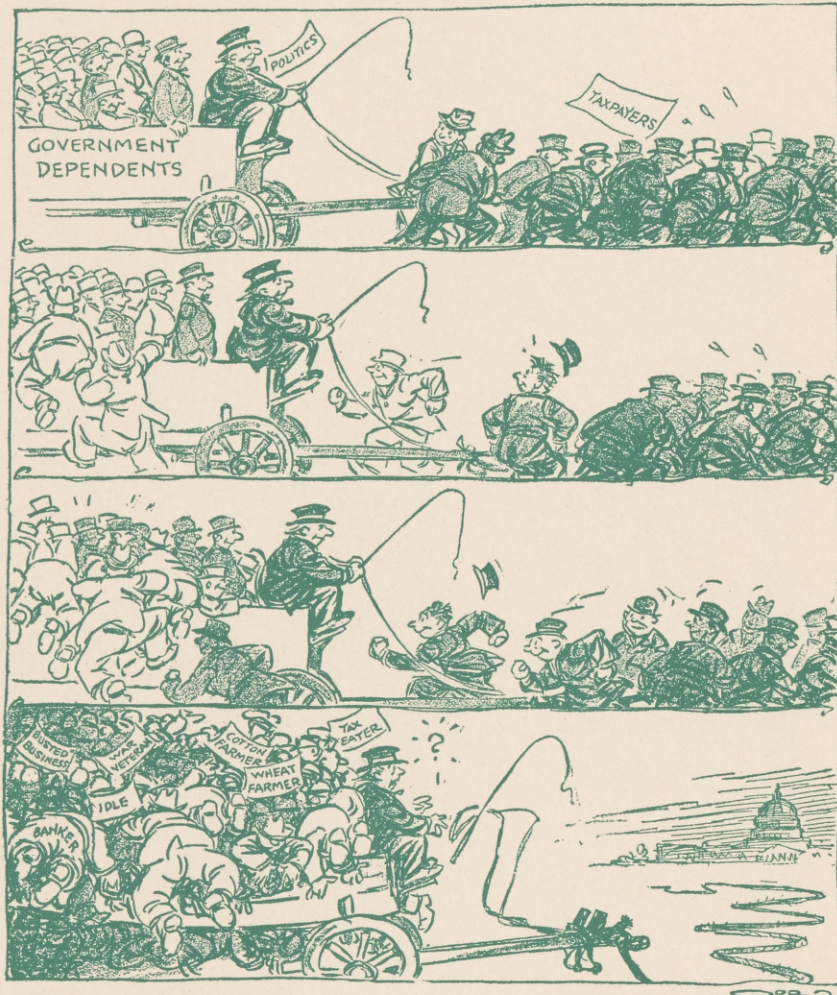
MAY 1934

NUMBER 5



# San Francisco Chronicle

## Let's All Ride



[Reproduced by permission of San Francisco Chronicle.]

Our Index has been crowded out, this month, on account of the many items of interest. All the more reason to read **INSIDE TRACK** thoroughly.



# INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF

MARKET STREET  RAILWAY COMPANY

58 SUTTER STREET

SAN FRANCISCO

TELEPHONE SUTTER 3200

VOL. 13

MAY, 1934

No. 5

## Co-Operation for All

By W. B. Farlow, Chief Draftsman, Engineering Department.



EDITOR'S NOTE.—A member of the Engineering Department tells us all what's what when it comes to making money for ourselves under the profit-sharing agreements.

Webster defines the word Co-operation as follows:  
"To act or work jointly; concur to produce the same effect."

Now that we have received our first profit-sharing check and had time to study the statement posted by the M.S.R.E.C.A. Audit committee, it should be evident to all that there is a real need for us to pull together for our mutual benefit.

No matter who we are or what duties we have to perform, it is evident to ourselves as well as others that we are not always doing our best and at times we become lax or careless in the performance of our duties.

## PLATFORM OPERATORS:

Track work, for example, has cost the company hundreds of thousands of dollars to purchase and install, and in addition, many thousands are spent each year for maintenance, much of which could be saved provided each and every platform man operated his car in a manner that would delay the date of expensive repairs or renewals. You gain nothing by speeding over special work when it is evident that a quick stop is necessary at the other side of the intersection. Not only are you destroying the track work by this kind of operation, but the rolling stock as well is put under a severe strain. Every part of the car reflects this sort of abuse. You are using an excess amount of current both in car motors and air compressor motors; you may even cause the wheels to spin, adding additional wear to the track work. Then, the unnecessary emergency stops caused by such opera-



tion mean excess brake shoe wear, aside from the discomfort to passengers. You know we have strong competition from other modes of transportation, and if our patrons are not satisfied with the service we give, then we will lose their business.

We realize the temptation that confronts you all to say, "Why should I save what little I can because what I save must be divided among all the employees." That is true, but suppose we all took the same view and acted accordingly, we would all suffer the consequences. Why not all pull together, go out with the set determination to get new business, make more friends for our company, give our patrons a more pleasant and comfortable ride. Transportation is the only commodity we have to sell, and all of us should consider ourselves salesmen ready, willing and able to answer any questions put to us. No business would long tolerate the salesman whose reply to a prospective customer is, "I don't know."

If each one of us could create say fifty cents' worth of new business and hold it, we would be surprised at the results, and our own purses would be fattened.

Don't forget to report on your card any defect you may have noticed. It is your duty, and the only way the shopmen have of keeping cars in perfect condition.

(To be continued in June issue.)

NOTE: There will be a series of four articles on the subject of "CO-OPERATION FOR ALL," by W. B. Farlow, Engineering Department, starting with the May issue and concluding with the August issue.

## Safety League

### Number of Car Hours per Accident

Division	April 1934	April 1933	Rank in April, 1933
Kentucky .....	821	849	1
28th and Valencia .....	791	817	3
24th and Utah .....	737	729	4
Oak and Broderick .....	592	639	6
Geneva .....	549	822	2
Turk and Fillmore .....	448	707	5
Washington and Mason .....	402	627	7
McAllister .....	396	440	9
Sutro .....	301	475	8
Total .....	530	669	

### IS THIRD STREET UNBEATABLE?

Third Street came back to defeat Twenty-Fourth Street by an easy margin, although not as good a figure as during January or February. They are not as good as last year. The average for all divisions is also down from April 1933, although it is up nine car-hours from the previous month.

That goat just cannot leave Sutro and stay away. Sutro is in a class by herself.



## School Traffic Patrol Boys' Big Day at Presidio

By EMILY SELAYA—Commercial Department

Thursday, April 26th, a beautiful spring day in San Francisco, and just perfect for an outing. It was the day chosen by the Commandant at the Presidio to have as guests of the Thirtieth Infantry some twenty-two hundred young members of the School Traffic Patrol for the annual Army exercises and traditional "bean feed."

The School Traffic Patrol organization was founded in 1923 by the late Chief of Police Daniel J. O'Brien in cooperation with the Board of Education and sponsored by the California Automobile Association for the interests of school children and their safety in traffic at school crossings.

The boys enrolled for this special duty are students of graded, junior and senior high schools who excel in their studies, have been recommended by their teachers and sponsored by the School P.T.A. for traffic patrol duty. The minimum age has been set at twelve.

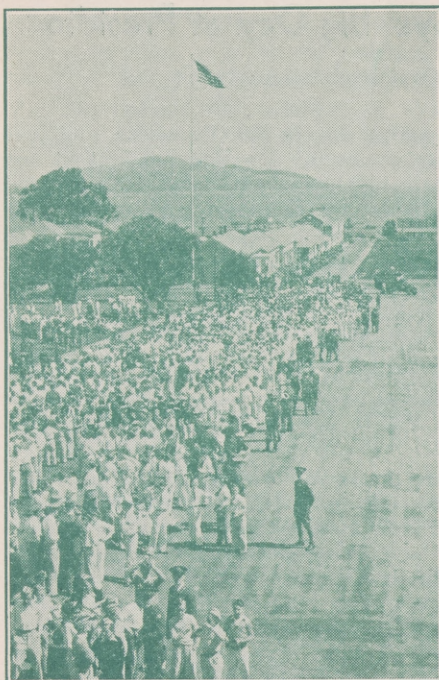
Officer Byron Getchell of the San Francisco Traffic Department has been leader of the boys, under Captain Charles Goff, and trained them for school traffic patrol since the organization started, ten years ago—and he is very proud of the record which they have achieved during all these years—**not a single accident to a school child at crossings patrolled by the boys.** Besides the record which they have made for their schools, the boys have educated their classmates to become safety conscious on the street away from the school.

Each year the interested spectators, proud parents and teachers, are afforded a fine opportunity to see the traffic boys from all the local schools form units and march in dress-parade at the Civic Center, the sidelines crowded with people cheering them on, as they pass before the Mayor, Chief of Police, and other prominent officials at the review stand, with colors flying and bands playing. After the parade awards are presented at the Civic Auditorium to the school patrols for Efficiency—Marching—Neatness—also the best band. Medals, too, are awarded at this time to patrol boys for special acts of heroism. These are proud moments for the boys.

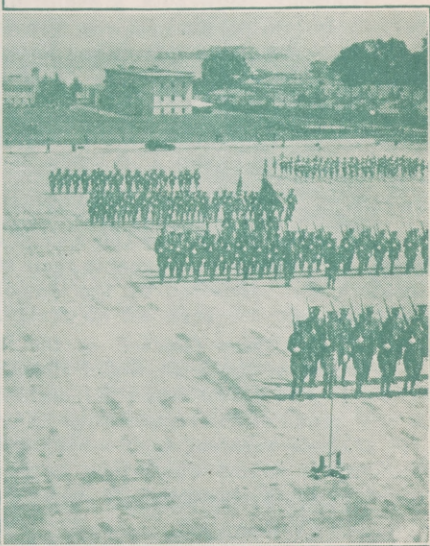
The Market Street Railway Company has played an active part in the activities of the school organization by producing a motion picture film, entitled, "SAFETY IN TRAFFIC," which through their courtesy has been shown to thousands of school children in San Francisco, and nearby cities. It is a "big seller" with the schools, and its popularity with both teacher and student alike has extended to many outside organizations as well. The film, under many good captions, portrays every phase of safety in both motor vehicle and street car traffic for the benefit of the school child.

Getting back to the boys at the Presidio, the soldiers of Thirtieth Infantry had twenty-two hundred very interested spectators, as they marched in parade in company formation; demonstrated the machine guns and howitzers in action; did some rifle shooting, and other Army stunts to thrill the boys. This included a diver's exhibition on a raised platform which was quite a novelty to the boys. After putting on his diving suit, helmet and shoes, all ready for the water (but he didn't dive in) he could have won the heavyweight prize at any circus. He carried 200 pounds of lead weights around his belt and 30 pounds more of weights on each shoe—this, he explained, to keep him from floating in the water and also from becoming top-heavy. The Army boys at Crissy Field did their part toward making the day a success for the





Battalion Parade, 30th Infantry, for junior traffic officers. Left: At Presidio, April 26, 1934



Pictures by Signal Corps, U.S. Army, 9th Corps Area, Presidio.

youngsters by some fancy plane flying in three Army planes. No need to mention the boys' thrilling moments on the flying field. They also were treated to a talk on Bay Bridge construction by one of the bridge officials.

Chief of Police William J. Quinn, Captain Charles Goff, Dr. Edwin A. Lee, Superintendent of Schools, Raymond O. Hanson, Boy Scouts Executive, Edwin S. Moore, California Automobile Association, Officer Byron Getchell, patrol inspector, and Earl G. Ryan, representative of Market Street Railway Company, were present at the Army exercises at the Presidio as guests of the Thirtieth Infantry and of Colonel Douglas Potts, Commandant and host.

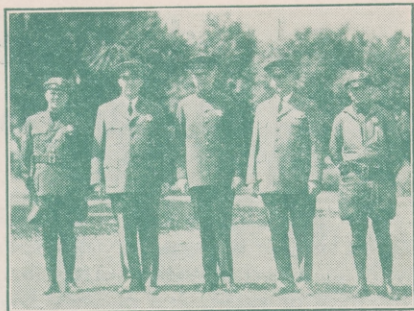
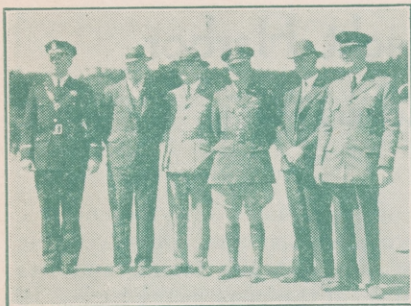
It was a very good program of field events and a glorious day for everybody. The photographer was kept very busy all day getting pictures of the boys watching their her-

oes, the soldiers of Thirtieth Infantry, operate the machine guns and howitzers and do some good rifle shooting. He also got pictures of the boys riding the mules, but not for long (just to accommodate the photographer, that's all). But, most important of all to twenty-two hundred hungry youngsters, the line-up for the "bean feed."



Gratten Junior traffic boys eating army beans.





Pictures by Signal Corps, U.S. Army, 9th Corps Area, Presidio.

Above are: William J. Quinn, Chief of Police, Dr. Edwin A. Lee, Superintendent of Schools, Raymond O. Hanson, Boy Scout Executive, Colonel Douglas Potts, Commandant, Thirtieth Infantry, Presidio, Officer Arthur Moore, Oakland Junior Traffic Police and Captain Charles Goff of the San Francisco Traffic Police.

Above are Officers Holman Chapman, Santa Cruz, Carl Anderson, Oakland, Byron Getchell, San Francisco, in charge of the Junior Traffic Patrol, Edwin Lamp, Oakland, and George Cavanagh of Santa Cruz.

This bridge may be finished a full year ahead of time and be ready for use before the end of 1936.

(Continued from Page 4)

The boys left the Army stamping grounds pretty tired after the day's outing, but happy with memories of a grand time, and healthful traces of sunburn on their bright faces. This was their Sixth Annual at the Presidio, but their hopes are for another "Big Annual" next year.

**Note:** This outing at the Presidio is arranged for the boys every year in cooperation with the Army officials, the Police Department, California Automobile Association, and the Board of Education. It is a special reward and honor for the wonderful work the boys have done during the year. Free transportation is furnished to the traffic boys to and from the Presidio by the Market Street Railway Company.

On the basis of engineers reports on the construction of the San Francisco-Oakland Bay Bridge, it is now seven months ahead of schedule.

### Love

By Gertrude Schroder

Expectancy  
Anxiety

Gayety  
Despondency

Diversity  
Monotony

Fidelity  
Inconstancy

Ecstasy  
Tragedy

But rarely—  
TRANQUILITY.

Investigation of ambulance chasing by attorneys of California with the definite purpose of wiping out the entire practice and penalizing those found guilty, is being conducted by a special committee of the State Bar Association.



## Lighthouse at Yacht Harbor

### (On the Cover)

Yacht Harbor, on the western shores of San Francisco, at the entrance to the Golden Gate, is one of San Francisco's favorite spots not only to the yachtsman and motorist but to everybody who visits the Marina and sees hundreds of yachts and pleasure boats tied up at the piers in the harbor all rigged up just waiting for the skipper and his crew to yell, "Ship ahoy—away we go."

Here at the Marina, every day, are rows of automobiles miles long parked along the boulevard, their occupants leisurely watching the yachts, motor boats, ferry boats, fishing boats, and the big liners from foreign ports enter the Golden Gate—the ever present seagulls following the boats as they sail by. Nearby, baseball games are being played, the boys are flying kites of every variety, even dragon kites by the Chinese boys who have learned the art here, and what makes it so nice for them, there are no power lines there to interfere with their sport; also the children are romping and playing on the grass in the large square.

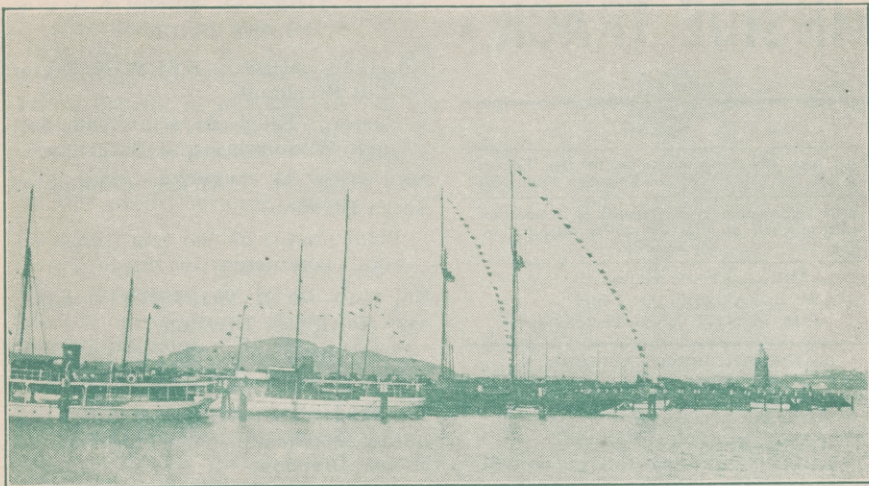
The pedestrian walking along the Marina boulevard and Yacht Harbor eventually comes to the lighthouse at the end of the pier. Here, while there is water all about it, the lighthouse rests firmly on the shore and one may saunter leisurely about it and learn all its lore. Here, too, one may watch the sail boats at very close range go sailing by and catch a spirit of the glorious adventure of going out to sea.

Everything about the lighthouse, we are told, is of ancient vintage (except its clean, wind-swept, spick and span, modern appearance.) The sea walls and paving are of cobblestones from the city's streets (cobblestones being passe with our smooth paving) and the ornamental cut stone about it is from the old Pope mansion which stood on the corner of Pacific Avenue and Divisadero Street. The woodwork is of solid teak and the large teak door leading up the stairway to the powerful beacon lamp (1000 candle power electric lamp) was once the ship ladder of the old "Matsonia." The lamp was made from a lens lantern installed in a lighthouse on the Humboldt coast seventy-five years ago and in service till 1906. This powerful beacon light can be seen for miles by the pleasure and



Sail boat entering Yacht Harbor.





Yacht Harbor—Boats at anchor. Lighthouse at right.

fishing boats to guide them safely home. The design, which resembles the old Roman military watch towers, was suggested by Captain B. P. Lamb of the Park Commission, who says: "San Francisco is trying to create a bit of Old World beauty along this lovely stretch of water front. Other towers may later be erected as the Yacht Harbor is enlarged and permanent piers built. Some day we believe San Francisco will have one of the most attractive pleasure water fronts in the world."

Yachting season opened in San Francisco on May 1st, when the first regatta of the season was watched by thousands of people who were

parked in their cars along Marina Boulevard and Yacht Harbor. There will be yacht races throughout the summer, on week-ends and holidays, to attract the nautical-minded people of San Francisco and the Bay region.

Our skipper from the Law Department, Clifford A. Smith, is well-known in nautical circles. He is prominent in the regattas, and has skippered his yacht with flying colors for many seasons. Besides his skill as a yachtsman, he is also an author of note of many good articles.

Ship ahoy, shipmates! A happy landing!

Work is now under way at the U. S. Transport docks on the construction of combination machine shops, blacksmith, carpenter and sheet metal works costing \$90,000. This is the last unit of improvements planned at Fort Mason.

Californians paid \$32,162,554 into the sales tax during the first eight months since its inception. This represents nearly \$6.00 for each man, woman and child in the State.

Distribution of "almost perfect" counterfeit ten and twenty dollar bills is bothering the local secret service. Watch for these bills.

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Plans are now under way for a Junior Chamber of Commerce annual Safety Week. 1934 will start with Safety Week May 28 to June 5. Co-operate with this safety movement and make the streets safe for everybody.



# INSIDE TRACK



Address all communications to the Editor,  
Room 707, Holbrook Building, San Francisco.

This information is not issued in connection  
with any sale or offer for sale or offer to buy  
any security.

EARL G. RYAN, Editor  
W. B. FARLOW, Art Editor  
J. H. MENTZ, Official Photographer

SAN FRANCISCO, CALIFORNIA  
MAY, 1934

## A Sensible Editorial

Frank (Grandpa) Carter, a widely known character in the Atlanta, Georgia, Journal office, recently wrote a brief and pointed editorial about street car fares. He said:

"Lets quit bellyaching about the car fare. If you are benefited and are getting your money's worth, what do you care if the Company makes a little. You are getting the benefit of their money, brains and energy."

## Those Baby Pictures

Inside Track invites all employees to send in their baby pictures from time to time. The Divisions are each given a baby page as frequently as pictures are furnished to make a page. When sending pictures, please avoid the tiny pictures as they frequently get lost. When used they are not reproduced large enough to be recognized and therefore are wasted. Medium size pictures, snap shots, will serve best. If they are too large, it is expensive to re-photograph them to the proper size. A little care will help and save disappointment.

San Francisco ranks fourth in total foreign trade values of the ten principal seaports of the United States, according to figures released by C. O. Dunbar, Collector of Customs.

## THE INSIDE TRACK

### SUGGESTIONS IN EFFECT SINCE LAST ISSUE

No. 4240—MISS A. KERWIN, Secretary to President.

Poster, "Kids' days at the ball park Wednesday and Saturday."

No. 4121—M. MARKS, Conductor, Sutro Division.

Print photos of "no remittance errors" conductors in Inside Track.

No. 4145—D. R. MOFFETT, Conductor, McAllister Division.

Additional space on No. 11 transfer "Boarded Car West of Powell."

No. 4232—WERNER F. MALCHOW, pulley repairman, Washington and Mason Division.

Tool to change stationary depression pulley. Extra holes in pulley frames.

No. 4266—C. McMULLEN, Chauffeur, Engineering and Purchasing Departments.

Use empty Transfer Packing Cases for delivery of supplies from Store House.

No. 4168—A. H. MILLER, Inspector. Install overhead trolley at crossover, 14th Avenue and Balboa.

No. 4242—MISS E. SELAYA, Stenographer, Service Department.

Poster "Got spring fever? Try a ride to the beach—Cars 2-5-7-12."

No. 4253—ELMER SCHIVO, Conductor, Third Street Division.

Poster, "You can smile at city miles on this ride."

Eight suggestions adopted during the month of April, and eight employees have received another check for \$5.00 as a gift, showing the appreciation of the Company for your thoughtfulness. A fine reminder of another way of helping yourself do a little thinking for the job and its improvement, and of the Company problems and their solution. Help yourself.



**Some Family**

According to Associated Press dispatch, May 2, the Executive branch of the Federal Government had a payroll of 623,559 persons on March 31. Of these, 81,569 are located in the District of Columbia. The total represents an increase of 11,807 over February, 1934.

A \$10,000,000 garlic crop has just been harvested in California. This isn't going to do the street car business much good.—S. F. Chronicle.

March was a busy month in the matter of traffic through the Golden Gate with 553 vessels entering and 579 vessels departing.

More than 200 proposed sites for the new San Francisco Mint are under consideration at Washington, District of Columbia.

**Lost Badges**

May 5, 1934

Lost or stolen badges as listed below are each worth \$5.00 to the conductor or motorman locating and recovering them. Watch this list and become familiar with the numbers. You may pick up some easy money.

Conductors		Motorman Inspectors	
47	1397	38	1504
75	1495	76	1554
101	1629	96	1588
195	1797	130	1690
235	1885	534	1694
549	1895	600	1776
551	1905	872	1886
909	2005	878	1942
1065	2149	1162	1970
1077	2329	1176	1976
1219	2555	1232	2058
1291	2559	1282	2222
		1300	2234
		1312	2762
		1368	
		1502	

## Market Street Railway Company Employees Group Life Insurance

TO ALL EMPLOYEES:

May 1, 1934.

Notice has been received from the Equitable Life Assurance Society of the United States that owing to the greatly increased number of total and permanent disability claims paid during the past few years, it would be necessary on and after May 1, 1934, to increase the premiums on both Free and Contributory Group Life Insurance unless said disability claims were eliminated from the policy.

Since the real purpose of this insurance is to provide cash to the insured's beneficiaries in case of his death, the disability feature is of secondary importance. In the case of Market Street Railway this is especially apparent from the comparatively few total disability claims filed by employees of this company. Therefore, it has been deemed advisable and to the best interest of the vast majority of the insured employees to take advantage of the premium rate of 90c per \$1,000 of insurance for the ensuing year, and beginning May 1, 1934, the Total and Permanent Disability provision contained in our Free and Contributory Life Insurance Certificates with the Equitable Life Assurance Society will be eliminated and cancelled from the policy, and thereafter no claims for such disability will be received or considered.

Employees who have been granted such disability prior to May 1, 1934 will continue to receive payments to the full extent of their insurance, and so far as we are now advised all pending claims for disability filed before said date will receive consideration.

Respectfully yours,

SAMUEL KAHN,

President.



# Colonel Henry Marison Byllesby

## Post No. 3000

VETERANS OF FOREIGN WARS OF THE UNITED STATES  
MEETS—SECOND AND FOURTH FRIDAY EVENINGS  
WAR MEMORIAL BUILDING—HALL 311

COMMANDER  
GEORGE CRAIG

SR. VICE COMMANDER  
DAVE REFATTI

JR. VICE COMMANDER  
R. A. LYONS

QUARTERMASTER  
H. E. COOLEY

ADJUTANT  
RALPH STRAWN

CHAPLAIN  
J. A. STRELESKY



JUDGE ADVOCATE  
R. L. EMERSON

OFFICER OF THE DAY  
J. E. MCDEVITT

SURGEON  
J. E. LEWIS

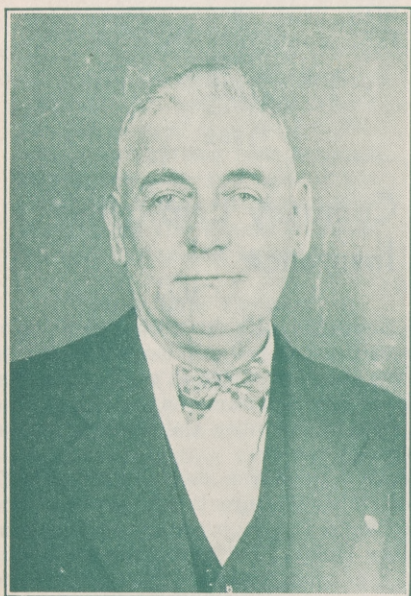
TRUSTEES

D. S. FLOWERS

E. H. JEWELL

LOUIS PATTERSON

## Commander George Craig



George Craig

Commander George Craig, a veteran of the Spanish-American war and of the Foreign War, has answered the final summons to his post.

Only recently appointed Commander of Colonel Henry Marison Byllesby Post No. 3000, which was established as a permanent post on March 23, 1934, it is a deep regret to us all to have to lose our Commander just as he had taken command of the post. He was called away by the Great Commander on the morning of May 3, 1934, from his home in this city. Only the day before he had appeared in good health and had been seen by many of his friends and associates to whom he appeared in the best of spirits. His sudden passing is therefore a deep shock to us all who have known Commander Craig and were well acquainted with the fine work of his career.

A native of New York, where he was born April 24, 1874, George Craig lived in San Francisco since

1909, when he entered the service of the Market Street Railway Company October 15, where he followed his duties on the platform and was appointed Follow-up Instructor on November 5, 1922, which position he held up to the time of his passing.

Veteran Craig, who had served in the Philippines was a member of Richter-McKinnon Camp, United Spanish War Veterans. He was Past Commander of Funston Camp, U.S.V.W., Past Commander United Veterans of the Public, Past Commander of Joseph P. McQuade Post, V.F.W., and Past District Commander Sixth District V.F.W.



Commander George Craig received the final tribute of the United States Army by being buried with national honors in the National Cemetery at the Presidio, in San Francisco. He is mourned by his wife, Alice Craig, a member of the Ladies' Auxiliary of the Byllesby Post, to whom everybody of the Market Street Railway Company expresses deepest sympathies.

## Market Street Railway Company Employee Investment Association

### STATEMENT OF RECEIPTS AND DISBURSEMENTS

FOR APRIL 1934

Balance on hand March 31, 1934 .....	\$106,790.78
Commercial Account .....\$ 6,293.92	
Savings Account ..... 100,496.85	

### RECEIPTS

Received from Subscribers during April, 1934.....	\$5,072.50	
Company's 20% contribution on March 1934		
collections .....	1,000.00	6,072.50
Total.....		112,863.28

### DISBURSEMENTS

Subscriptions refunded—principal .....	327.50	
Subscriptions refunded—interest .....	19.61	
Check Tax .....	.10	347.21
Balance on hand April 30, 1934 .....		112,516.07
Commercial Account .....	1,019.22	
Savings Account .....	111,496.85	

SECURITIES OWNED AS OF APRIL 30, 1934—NONE.

Number of Subscribers—1160.



# Who's Who Among Probationers

## CONDUCTORS



V. G. Carr  
McAllister

Nineteen conductors lined up for their probation examinations, Wednesday, April 25, 1934. After the long array of questions was answered and checked, it was found that five of this class had passed with 100% scores.

Among the 100%'ers, V. G. Carr, of McAllister, with a clear discipline record, and a very good remittance record, leads the list.

F. F. Klein, also of McAllister, wins second place, and W. H. Haynes, of Turk and Fillmore, ranks third.

Complete list below. 100%'ers in heavy type.

GENEVA	28th STREET	24th STREET
Nelson, Robert	Curtin, D. J.	Williams, F. A.
	Elsenhans, W. L.	
	Vanarsdell, V. G.	
	Silvey, F. R.	
TURK & FILLMORE	OAK & BRODERICK	McALLISTER
Haynes, W. H.	Shelton, E. L.	Carr, V. G.
Ellis, G. R.	Barthold, F. C.	Klein, F. F.
Nyhan, J. J.	Love, S. V.	Kaplan, Ben
	Brewer, H. R.	
	Roy, Joseph	
	Boehnen, B. P.	
	Emery, R. H.	

## STANDING BY DIVISIONS

McAllister .....	100 %
Oak & Broderick .....	98.5 %
24th & Utah .....	98.3 %
28th & Valencia .....	97.6 %
Turk & Fillmore .....	96.9 %
Geneva .....	96.2 %
Average.....	98.2 %

## Economy

"Do you find it more economical to do your own cooking?"

"Yes, indeed. Since I started preparing the meals, my husband eats only half what he used to."

## A First Family

"My family can trace its ancestry back to William the Conqueror."

"Next you'll be telling me that they came over with Columbus."

"Certainly not! My people had a boat of their own!"—Grit.

## Holding Up

Meeting up with an acquaintance of the old home town, E. E. Kelley asked how the liquidation was coming on at the bank that had failed 18 months before.

"Oh, fine, fine," was the reply.

"About to pay 100 cents on the dollar, eh?" Kelley asked.

"Nope," answered his old friend, "not as good as that. But the receiver has managed to collect enough to keep the running expenses and the lawyers paid up."—Wall Street Journal.



# Who's Who Among Probationers

## MOTORMEN



R. J. Hayton,  
McAllister

A class of twenty-five probation motormen, taking the examination Wednesday, April 25, developed six 100%'ers.

R. J. Hayton, of McAllister, wins honor place with **NO ACCIDENTS** and a clear discipline record.

Frank Connelly, of 24th Street, was second, and W. F. Maupin, third.

### GENEVA

DeMaria, John  
Hanlon, A. H.

### 28th STREET

Beagle, W. H.  
Cain, James

### 24th STREET

Clark, W. H.  
Connelly, Frank

### McALLISTER

Hardin, W. H.  
Hayton, R. J.  
Melikean, George  
Parrell, Fred  
Schulman, Edward  
Stephenson, J. R.

### OAK & BRODERICK

Barkley, Patric  
Carnes, J. L.  
Gould, A. F.  
Miller, J. B.  
Mitchell, J. O.  
Reeves, R. F.  
Smith, M. S.  
Wilkins, James

### SUTRO

Kolstad, Albert  
Orr, Robert  
Walmsley, Herbert

### TURK & FILLMORE

Maupin, W. F.  
Mysing, William

## STANDING BY DIVISIONS

Geneva .....	99 %
24th & Utah .....	98.8%
McAllister .....	98.6%
28th & Valencia .....	96.7%
Oak & Broderick.....	96.4%
Turk & Fillmore.....	95.9%
Sutro .....	95.8%
Average .....	97.3%

### Another Man

The foreman came across Bill stalling on the job. "Look here, Bill," he said, "this here's a contract job, an' it oughta be finished by now. Get goin' on yer work, or it's the sack fer you."

"Well," said Bill, deliberately, "Rome wasn't built in a day."

"I don't want none of yer back talk," said the foreman. "Besides, I

wasn't foreman on that job, neither."  
—Midland Target.

### Inefficient

"Of course, you're lucky! I'm afraid my husband is one of the helpless kind. If he wants to darn some socks or sew a button on, I always have to thread the needle for him!"

—Humorist.



## Byllesby's Busy Bees

For General Office Employees

Edited by Miss RUBY SCHAAR



A rose to the living is  
more  
Than sumptuous  
wreaths to the dead.  
—Waterman

We have with us in the Auditing Department, Miss Sadie Lynch, formerly of the Telephone Department, who is quite a little lady to be sure as she stands just four feet nine with or without her stockings. We 'spect she has to use a stepladder to dot her i's.

### Lest We Forget—

Our greetings to our little friend, Maud Everson, who is gradually recovering her health at home since leaving the Saint Francis Hospital a couple of months ago. Her sunny smile and pleasant ways that have endeared her to us are missed.

From the "Gang".

During the latter part of April and the first part of May, Mary Towne, of the President's Office, spent a happy vacation in Ashland, Oregon, where her husband was temporarily transferred. Why does Mary still blush when you ask about her "hubby"?

Little do we see of A. Brizzolara and Clarence Frary and that only during the lunch hour when most everyone has departed somewhere to put on the proverbial nosebag. But that is enough, for the ones that do stay and listen to "Brizz" and "Frary" have no need to go to picture shows to be entertained. Don't you think the glasses on the end of the "snozzle" look unique?

Are you interested in increasing your pay check? Then don't forget to read the article on Page 1, "CO-OPERATION FOR ALL." It will help you to do so.

### Have you ever noticed

Bessie Ogilvie's aristocratic feet?  
James Jose's alluring 'line'?  
Mamie Sheehan's bedroom eyes?  
Eleanor Williams' plumpness?  
Tommy Norton's persuasiveness?  
Miles Lundren's absent-mindedness?

Herman Warnke's pep?  
A. Montgomery's sunny smile?  
Paul Beckert's obesity (?).  
Earl Ryan's disinterestedness?  
Fred Allen's grouch?  
A slouch on Mr. Bashford?

I haven't either, but was giving you others a chance to differ in your opinions with me. Nobody is always right.

Last month's article "secret brides in the Claims Department" caused quite a stir—until I finally came out with it that the month of April inspired me to write it as a joke and perhaps the teasing would cause someone to admit something. But, as they only had the graciousness to blush at the insinuation, that doesn't prove a thing. So, dear ones, whether or not a grain of truth was there, our best wishes are for your happiness.

There is nothing so powerful as truth; and often nothing so strange.  
Daniel Webster

It's your move, Bessie, go to the head of the class. Little woman, what next?



It is good to learn that Mrs. Nellie Will is improving in health after being bedfast since last August. We sincerely hope her recovery is complete in the very near future.

By the way, why doesn't Earl King bring me some of those lovely yellow tea roses that I see on some of the desks, or are those just for the favored ones? Well, that's life.

How many of those Profit-Sharing checks were used to pay taxes, laundry bills, grocery bills, I wonder? Or a new suit or hat or chicken coop. My goodness, what would we have done without it?

Secretary E. M. Massey is Earl Ryan's associate member of the San Francisco Exchange Club and that Club is greatly honored to have him attending their social gatherings.

#### Irrelevant, immaterial and inconsequential:

George Binkley gets our personal vote for being a most neatly dressed man but John DeHart's soft southern accent gets 'em. Fred Will's favorite expression when piqued is "rup-rup-rrrp", Eula McVicar's is "I thought I'd die", while Herman Warnke comforts us with "H'lo Fatheads." Fred Helms is highly elated with something when he goes "Whee-e-e". Dorothy Cohe-lan, the best dressed woman in 721, innocently remarked "Hello, Mr. Highpockets" thinking it a full name until someone informed her it was a nickname and was her face red! And that made everyone smile out loud. Poor Dorothy!

#### The Motor Age

Woman (sympathetically): "My poor man, have you been a tramp for a long time?"

Tramp: "Well, ma'am, you see, I began shortly before a bumper became a thumber.

There are some nice gentlemen out at the Geneva Car House who, since last month's issue of Inside Track, have been writing B.O.O.O. on their cards when the register boxes are out of order.

By this incident, we know you have been reading our column, too, and that is something we weren't sure about before. Thanks.

Your especial attention is called to W. B. Farlow's article appearing in the first pages of this number of "Inside Track". This is the first of a series by Mr. Farlow on "Co-operation" and his very readable exposition of his clear thought and constructive opinion makes his pages strongly interesting and instructive.

Everyone of us, as individuals and as employees in the various departments, may read these articles to advantage.

#### Dedicated to Harold Sloat

A pretty slick guy is our friend Hal,  
For he turned out to be quite a pal.

Our ribs and razzes he took on the chin,

And not a whimper came from him.

His attire is neat; his face is bright;  
Personally, we think the lad's all right.

"I'll be frank with you," said Remo D. when the first embrace was over, "You are not the first girl I have kissed".

G.F.: "I'll be equally frank with you, you have got a lot to learn."

#### Notice to Motormen and Conductors of all Divisions:

Please don't have any more children. Office employees can't stand the smoke screen or the odor of the cigars you have been sending down on these occasions.



# • As Others See Us •

*If your commendation and picture does not appear this month, it is because we did not have room. We will publish them as fast as possible.—Editor.*

## OLD RESIDENT OF SAN FRANCISCO PRAISES COMPANY'S STREET CAR SERVICE

Mr. Daniel S. Briggs, member of a pioneer family, who is associated with C. R. Holton, Attorney and Notary, 625 Market Street, called at the general offices recently to commend the company's street car service. He made the following statement:

"I just came from Seattle and want to congratulate the Market Street Railway on the wonderful service given the citizens of San Francisco. Being the son of a pioneer and living in this city 68 years, I think the people of San Francisco do not appreciate the excellent service given by the Market Street Railway."

✓ ✓ ✓

## Conductor S. V. Love and His Motorman Help Patrons With Their Sunday-Pass Trip



I want you to know of the very courteous and considerate action of Conductor 941 on car 102 of the 17 Line. I took an elderly lady on a pass trip yesterday and it is extremely difficult for her to get on and off cars, and this particular conductor was more than kind in assisting her. When returning to the Ferry, the motorman on the same car also assisted. We took quite a number of rides in other cars and found marked consideration from conductors and starters. Splendid to have such efficient service. We appreciated it.

Mrs. V. J. Cameron,  
2033 Lake Street.

## Commendations

(1934)

Division	First Quarter	April	Total To Date
Twenty-eighth Street .....	15	6	21
Geneva .....	10	6	16
Washington and Mason .....	1	4	5
Sutro .....	8	3	11
Oak and Broderick .....	9	3	12
Turk and Fillmore .....	2	3	5
McAllister .....	7	2	9
Twenty-fourth .....	4	1	5
Third .....	0	0	0
Totals .....	56	28	84

### APRIL HIGH

April has contributed more than any other month in commendations from the public. Maybe it is the fine spring weather we have been enjoying. Maybe more effort to please on account of that profit-sharing check. We can all help by a little thought and effort. Try it.



### Politeness of Conductor E. J. Palmer Is a Pleasant Experience

Gentlemen:

Last evening I had occasion to ride on your No. 24 line and wish to comment upon the courtesy and spirit of cooperation shown by Conductor No. 1917. I had several questions to ask him regarding transfer privileges, directions, etc. and found him most polite. The experience was a pleasant one for me.

Respectfully,  
Harriet Herold,  
318 Laurel Street.



1 1 1

### Special Service From Conductor K. B. Watters Wins Praise

Mrs. Martin K. Smith, 739 Cayuga Street, telephoned and commended Conductor K. B. Watters, badge No. 1807, of the Valencia Owl car, for a special service rendered her on his car. She expressed appreciation of his act and wished the company to know of it.

Commercial Department.



1 1 1

### Inspector Milton Ash Excels In Courtesy

Gentlemen:

I wish to call your attention to the kind assistance rendered us by Inspector Milton Ash.

I want you to know of his courtesy and congratulate you on having this type of employee.

Sincerely yours,  
Mrs. G. R. Gunn,  
131 Coleridge Street.



1 1 1

### Neat Appearance of Conductor W. P. Hendricks Merits Praise Of Patron

Gentlemen:

I would like to send in a word of commendation regarding the personal appearance of Conductor 1839 on the No. 24 car. Have had occasion to ride on his car several times and was always impressed by his clean suit, white shirt, and clean white collar, topped off with a snow white tie. I feel that a word of praise is due him.

Respectfully,  
Mrs. I. H. Leuenberger,  
3318 Mission Street.



1 1 1

### Motorman L. Brothers Is "Friend In Need" When He Paid

#### Passenger's Fare

Mr. James Landini, Jr., 3651 Mission Street, would like to commend motorman, badge No. 1782, of the No. 9 line for special courtesy in paying his fare when he boarded this motorman's car at 29th and Mission streets at about 9:35 A.M. last Tuesday, car 1570.

Mr. Landini is herewith returning the fare to this motorman and wishes to express his appreciation for this service rendered him.

Commercial Department.





### Conductor J. Lewis Is Thanked For Return of Lost Commutation Book



Dear Sir:

In appreciation for the return of my commutation book, found on the No. 8 car by Conductor J. Lewis, badge No. 1871, I wish to thank you and Mr. Lewis for his honesty, kindness and trouble of returning it to me.

E. L. KRUMM,  
4468 Tulip Avenue,  
Oakland, California.

### Newspaper Editor Praises Courtesy of Conductor J. M. McKeown When He Helped Elderly Lady To Curb

Dear Mr. Hamerstrom:

When your personnel manager takes down the service record of conductor badge number 1569 let him make a notation on the credit side for the following:

I was on car number 992 of the No. 14 line on Mission street this afternoon when a little elderly lady wanted to leave the car at Fourth and Mission streets, just before 3:00 p.m. Your conductor (I didn't wish to embarrass him by asking his name) gave an exhibition of courteousness I have never seen equalled.

The little lady, rather shaky with the burden of years and rather querulous, as old folk are apt to be, seemed timid about venturing beyond the safety zone to the curb. Your conductor halted oncoming motor traffic and most carefully and patiently assisted her to the sidewalk. The car may have been delayed a matter of the change of a signal, but what if it had been even several minutes—before it was on its way again.

No comments were made by any of the passengers but many smiled their appreciation one to another.

You can identify the conductor, I am sure, by his badge number 1569, Line No. 14, Car No. 992, Run No. 4, ferry bound, passing Fourth and Mission about 2:55 p.m. My hat is off to him. Would there were more persons in public service imbued with his sense of courteousness.



Sincerely,  
James J. Rieden,  
Night City Editor,  
San Francisco Chronicle.

### Conductor C. E. Edwards' Alertness at Turns Is Appreciated By Lady Passenger With Small Child



Mrs. DeVries, 845 Euclid Avenue, telephoned commending the conductor in charge of car No. 213 of the Sutter Street line, No. 2, for his courtesy in assisting her on and off the car with a twenty-months-old baby, at the corner of Euclid Avenue and Clement Street. She stated that on account of the double turn at that corner it is difficult to stand, and this conductor was very thoughtful and assisted her, which she appreciated very much.

COMMERCIAL DEPARTMENT.

### Conductor Harry Grant Is Thanked by Patron for Finding Lost Purse on Car

Dear Mr. Grant:

With deep appreciation of your return of my purse lost on your car.

Sincerely,  
(Mrs. David) Maude L. Duncan,  
San Rafael, California.





### Motorman J. B. Sammons Avoided Accident and Possibly Saved a Life By His Quick Action and Alertness

Dear Sir:



Just a word of praise for Motorman No. 1851, Run 13, Car No. 14. On the morning of January 5 I released my seat to a lady and went to the front end and stood by the motorman. When we came to Sixth Street a man stepped from the car, paused a moment, then just as the car started he ran right in front of it and, please believe me, had the motorman not been alert by reversing his car it would have been a very sad New Year's accident.

So, Mr. Allen, I sincerely think his alertness saved a human life and such should be placed on his record card.

Yours very truly,  
GRANT T. DEMMONS,  
149 Curtis Street.

~ ~ ~

### Motorman W. A. Butcher Pleases Patrons by His Watchfulness

Dear Sir:

Am just sending you in a line to let you know how much we appreciate the efficient services of your Starter No. 1622 who is certainly on the job each night in front of our building.

As a safety measure, I think that you should be complimented for placing these men at such points where the traffic is heavy and the accident risk is greatest and I believe they have prevented many accidents along Market Street.

It would be rather difficult to catch a car in front of our building if it were not for the services of your employee referred to above, due to the heavy automobile traffic down Market Street, but with his pleasant smile and cheery way in stopping the automobiles, gives us a chance in catching our street car.



Yours very truly,  
LLOYD L. SMITH,  
593 Monadnock Building.

~ ~ ~

### Conductor J. E. Hogan and Motorman C. Gallo Make a Fine Team For Good Service

Dear Sir:

I wish to inform you about two wonderful men on your number 8 line. Their badge numbers are 1839 and 1626. They are very polite to everyone, and when some person is running for the car they wait for them. One morning I was late for work and in the middle of the street the motorman stopped and waited for me. I ride their car almost every morning and have been riding it for the last year. When they see an elderly lady they stop and the conductor helps the elderly lady on, and when the motorman stops he does not jerk the car. I enjoy riding on their car because they are both so nice and friendly. I surely would appreciate it if you would mention this to them. Hope that I can write soon about some one else.

Thanking you, I remain,

Yours sincerely,  
Joe Timmins,  
1020 Diamond Street.





### Motorman J. J. Mitchell and Conductor S. Row Win Praise for Service Rendered



Friends:

So overcrowded with patients can't even get time for my comments. The following are not two weeks old yet:

Car 19—No. 782—Motorman 2008—around 7:00 A.M. on Saturday—held car at corner of Post and Larkin while I made an effort to run for it. He was pleased when I told him I would commend him to his company.

Car 2—Conductor 287—around 12:15 p.m. Sunday, going downtown from 23rd Avenue and Clement. Told him I was anxious to get to Warfield, so he told me where to get off. I went to the front of the car, a few minutes after he came out, told me to get off at Eighth Avenue and take the No. 21 car and get off right in front of Warfield.

Give them both my heartfelt thanks. God bless you all, boys and girls. For encouragement and gratitude,

Yours,  
Martha Bergh,  
1082 Post Street.

✓ ✓ ✓

### Courtesy of Conductor J. L. Gollob Is Helpful

Dear Sirs:



For the past three years I have had occasion to ride on either the No. 1 or 2 car quite frequently.

One conductor on whose care I ride very often is always courteous and polite. He is really to be commended. The conductor to whom I refer is No. 219. He also has been very helpful to me.

Sincerely,  
Miss Jeannette Seielstad,  
438 29th Avenue.

✓ ✓ ✓

### Conductor H. S. Glasserman Wins Approval With a Smile

Dear Sirs:

I am glad to send a hearty word of thanks to you for the courtesy and efficient behavior of 1129. Not only did he show me unusual thoughtfulness in explaining by diagram the getting on and off of cars for my comfort and safety but his manner and care was equally gracious and helpful to everyone getting on and off his car. I was urged to write you because a similar incident occurred of which I complained and your company would have been proud of his quiet, gentlemanly behavior regarding same. His smile was worth his salary to you. I hope that this note may be helpful in giving a gentleman a bit of recognition in your company's organization.



Very sincerely yours,  
Mrs. J. W. Glover,  
340 9th Street.



### Motor-Coach Operator C. L. Slade Helps Passenger Who Forgot Fare



Mrs. VanOottingham, 164 Girard Street, telephoned today and commended the operator of the Silver Avenue bus line whose run starts about 3:10 p.m. She described him as a short man, about 35 years of age.

Last week she boarded his bus and discovered she was without carfare. He told her it would be all right and she rode to her destination, a distance of six or seven blocks. She appreciated this courtesy very much, and wished the company to know of his act. She further commented on the good service received on that line.

Commercial Department.

✓ ✓ ✓

### Conductor F. McAuliffe Helped Passenger Get To Work On Time

Gentlemen:

I would like to call your attention to the courtesy of one of the conductors on the No. 5 street car line. Monday morning I boarded the car and discovered I had forgotten to transfer my money to the purse I was carrying. He wouldn't let me get off and go home for it, but put a nickel in the box for me and saved me from being late to the office. I appreciated it very much and was able to repay and thank him this morning on the car. His number is 1183.



Sincerely,

(Mrs. Howard L.) Irene Gill,  
700 Masonic Avenue.

✓ ✓ ✓

### Conductor F. Petiti Rejects Transfer and Wins Praise In Doing So



Miss Martha Bergh, 1082 Post Street, called at the office today to commend Conductor No. 1261 on car No. 18 at 5:30 p.m. Wednesday, at Mission and 22nd streets, for his courteous attitude in rejecting her transfer which was not valid on his car. Miss Bergh liked the manner of this conductor, who explained why her transfer was not good, and thought he should be commended. She was assured this would be done.

Commercial Department.

✓ ✓ ✓

### Conductor L. Nelson Wins Praise With Courteous Consideration For Blind

Gentlemen:

This morning, while on your car No. 117, I was greatly impressed by the courteous treatment shown by your conductor No. 683 to a blind passenger. In fact, the incident was so marked that I am taking the opportunity of telling you of it, feeling that you may be glad to know once in a while the pleasant features of your service. This has come to my attention several times—the courtesy your men show to the blind. It is highly commendable, and greatly to the credit of your company.



Sincerely,

Ethel W. Davis,  
137 Divisadero Street.



### Courteous Conduct of Conductor W. C. Child Wins Praise



Dear Sir:

I desire to recommend to you Conductor badge 1459, Line 12, car 1603, run 9, for his gentlemanly and courteous conduct. Several elderly passengers boarded his car on the run which left the Ferry at about 11:30 today. He helped them to their seats close to the door, helped them up at their destination and helped them off the car, and did it with the utmost gentleness and courtesy, yet without losing any time.

His crowning deed of the run was an old blind fiddler however, with a white cane. He not only helped him on and off the car, and to and from his seat but at 16th and Mission, escorted him to the sidewalk and faced him in the right direction and then ran back to his car.

Sincerely yours,  
Arthur C. Griffith,  
307 Paris Street.

✓ ✓ ✓

### Motorman F. Loskey and Conductor J. Hummel Make a Wonderful Team



Dear Sir:

I want to compliment you on having such wonderful men. I was getting off a No. 22 car at 16th and Guerrero streets when I saw the No. 10 car start to go by, but I was surprised to see that he had waited there until the No. 22 car passed to be sure that the people who wanted it could get it. I think the conductor said the motorman's name was Loskey and his was Hummel. They make a wonderful pair to work together. I am a stranger in your city and I will tell my friends in Los Angeles about your wonderful service.



Yours truly,  
Miss Mary Rodger,  
Los Angeles, California.

✓ ✓ ✓

### Conductor H. W. Kroencke Pleases Public Official With Good Service



My dear Mr. Kahn:

On last Monday I was a passenger on eastbound No. 2 car and had occasion to observe the work of Conductor No. 203 whose name I learned was Mr. Kroencke.

This conductor was very alert, give signals promptly and properly, was courteous to passengers and generally conducted himself as I think a good employee should. It is a pleasure to commend him to your attention.

Having been in public utility work I know how prone the public is to offer complaints, and how slow to recognize and appreciate efficiency; hence my letter.

Sincerely,  
W. L. McElvaney,  
Recreation Commission,  
370 City Hall.

✓ ✓ ✓

### Second "Thank You" For Conductor Kroencke

Enclosed please find the nickel you so kindly loaned to me yesterday for my fare. Thanking you for the accommodation,

Very sincerely yours,  
A. W. Jurs,  
3220 Jackson Street.



# GROWING UP AT

# SUTRO



Robert 20-Months Marilyn 3-Years Gwendolyn 5-Years  
Children of Mot. John M. Tucker



Rae Loraine Kocher 3-Months  
Niece of  
Con. Harry E. Kocher



Andrew 4-Months,  
Son of  
Con. P.J. Gillespie,  
in lap of  
James Cornwall 3-Years



Jacque  
5-Years  
Johnny 2-Months  
Tommy 9-Years  
Children of Con. J. Futch

Margaret 4-Years  
Allen E. Jr. 2-Years  
Children of  
Con. Allen E. Morgan



Myrna Robinson  
10-Months  
Granddaughter of  
Con. M. Marks



Billy 15-Years  
Son of  
Mot. J. S. Higuera





W.S. Jenkins  
Division Superintendent

# POP SUCCESSFUL IN BATTLE



E. Angelus



J. Andretti



F. Brandt



W. Bunce



A. Buriani



M. Dever



C. Desmond



W. Derriso



A. Deeb



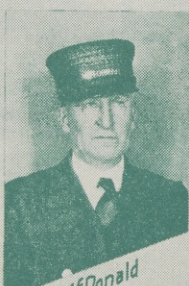
H. Dunsmore



G. Lynch



J. Mitchell



W. McDonald



M. McCarthy



A. McIsaac



# TITLE WITH TRAFFIC 24<sup>TH</sup> STREET 1933



L. Chiechi



H. Chronopolis



O. Cook



A. Cote



C. Collins



J. Dussell



M. De Vita



P. Ewert



J. Kamna



F. Knox



T. Moss



G. Stamas



A. Stephens



P. Toolis



F. Volpi



## Successful in Battle with Traffic— 24th Street

*Motormen at Twenty-fourth Street tell how they were able to avoid accidents during the year 1933. All motormen's pictures will be found on pages 24 and 25 of this issue. This group represents only one of the nine Divisions in the Safety League.*

- Angelius, Ed.**—Uses the same care whether late or on time.
- Andretty, A.**—Alert but never hurries or takes a chance.
- Brandt, F.**—Remembers his responsibility and runs accordingly.
- Bunce, W. E.**—A new comer on the list, and says, "keeping car under control at all times prevents accidents."
- Buriani, A.**—"Be careful and you won't have to do any explaining later."
- Chiechi, L.**—Always looking forward and watching everything.
- Chronoplis, H. G.**—"Be happy and be careful and you will be O.K."
- Cook, O. H.**—Believes that success is due to careful and courteous effort.
- Cote, A. E.**—Playing safe and letting the other fellow take the chances.
- Collins, C.**—Takes a keen interest in his work and is proud of the record he has made.
- Dever, M.**—Mike says: "Run your car like you were out for business" and you will go many days without an accident.
- Desmond, C.**—Plays safe, lives up to the rules, and avoids making out accident reports.
- Derriso, W. M.**—Always careful in starting and stopping his car and on the alert for autos that come too close.
- Deeb, A. M.**—Says: "Look out for autos, for they may not do the same for you."
- Dunsmore, H. O.**—Uses good judgment in operating his car and does not try to beat the other fellow. Brought over a good record from 28th and Valencia Division.
- Dusdall, J.**—Keeps car under control at all times, including street crossings, and does not talk to passengers.
- DeVita, M.**—Feeds his car slowly and saves time by not starting too quickly, showing proper regard toward women boarding cars.
- Ewert, P.**—Another good transferred man from 28th and Valencia—keeps his car on time and permits auto drivers to take the right-of-way.
- Kamna, J. H.**—Keeps a sharp eye on machines pulling out from curb and car under control at cross streets.
- Knox, F.**—One of our best line instructors. Operates a very smooth car with less power, which accounts for his good meter record.
- Lynch, G. J.**—Keeps his eye on the front and seems gifted with a good eye on distance, hence no accidents.
- Mitchell, J. J.**—Watches parked machines and is very careful when passing another car. Takes no chances.
- MacDonald, W. J.**—Keeps a cool head at all times. On the look-out when approaching intersections which are not equipped with traffic signals.
- McCarthy, M. P.**—Our wide-awake veteran on the Non-Accident lists. Mac says: "City streets make poor race tracks."
- McIsaac, A. H.**—Our distinguished Governor of this Division. Mac says he works a system all his own and that is by giving his very best while on the front end of a car on duty.



**Moss, Thos.**—Keeps strict attention to duties while operating car, hence no accidents and a good record.

**Stamas, G.**—Visiting Greece at the present writing. When on duty operating his car was never hasty in the midst of traffic. Always keeps awake at all times.

**Stephan, A.**—Very careful when bucking traffic. Keeps his eye peeled for irresponsible drivers.

**Toolis, P.**—Keeps a watch on everything that might cause an accident, whether an auto or a careless pedestrian.

**Volpi, F.**—Never talks to passengers when operating car. Frank says: "Smooth starts and stops are what his conductor and passengers want."

The world's largest structure without internal support is the Zeppelin dock at Akron, Ohio. It is 1175 feet long, 325 feet wide, and 211 feet high.

### And They Are Red

Nature Teacher: "When do leaves begin to turn?"

Witty Willy: "The day before examinations."—American Boy.

✓ ✓ ✓

### Anticipation

She: "It's so sweet of you to bring me this lovely mistletoe."

He: "Don't mention it—the pleasure's going to be mine." — London Opinion.

✓ ✓ ✓

### The Test

Mr. Ives accompanied his wife on a shopping expedition and had seated himself at one end of the coat department while Mrs. Ives was looking over the garments. Suddenly he became aware of the fact that his wife was not to be seen. Walking up to the shopwalker, he said:

"I can't find my wife anywhere. What shall I do?"

"Just start talking to one of the saleswomen here, and I think your wife will soon put in an appearance." — Legion Weekly.

## Complaints

April, 1934

Division	Discourtesy	Fares	Transfers	Inattention	Total April	Total Mar.
APRIL, 1934						
Turk and Fillmore .....	0	0	0	0	0	4
Washington and Mason .....	0	0	0	1	1	1
Third .....	1	0	0	1	2	0
Geneva .....	2	0	0	1	3	6
McAllister .....	3	0	0	0	3	1
Oak and Broderick .....	1	0	0	2	3	3
Twenty-eighth Street .....	2	0	0	1	3	3
Sutro .....	2	0	1	1	4	4
Twenty-fourth .....	3	0	0	2	5	7
Total .....	14	0	1	9	24	29

### TOO MUCH DISCOURTESY

The complaints under "Discourtesy" far out-number all other types of complaints and are far too high for men of the White-front Car standard. A little more attention to duty and thought before action will stop a lot of this type of complaints. If you know a better way, let's have it. There are some men that your good advice will help.



## 24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP



Greetings to you in this merry month of May! May these few lines we have gathered together find you in a happy frame of mind. To those away on vacations, or those contemplating same, we wish you a pleasant journey, "Bon voyage", and all that "jolly old rot." To those who can't afford a vacation for some reason or other we advise you to take a big breath of this invigorating summer air, take a look how green the poppy-studded hills look, see how nice and chic the young ladies look all dressed up in their summer togs, take in a South Sea movie and you'll realize this isn't such a bad world after all.

### Requiem

Fred Clark—Born 1887—  
—Died April 28, 1934.

Our last story about Fred Clark is written with a lump in our throat. Fred was everyone's friend, a man of no enemies. He had a real sense of humor, not a smart aleck, practical joker, he could take it as well as dish it out. Who can forget his fondness for a good cigar, his jovial laughter after hearing a good story, his knack at checkers, his love of good eats, his willingness to give the other fellow a break—

Fred will be remembered long after these few words written about him are forgotten. No one ever fitted better into the lines of Kipling:

"If you can keep your head  
when those about you,  
Are losing theirs and blaming it on you,  
If you can, then you're a man."

Are you interested in increasing your pay check? Then don't forget to read the article on Page 1, "CO-OPERATION FOR ALL." It will help you to do so.

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If we were to believe all the Gilley Room gossip we hear why we would find that:

This column is getting worse.

This column is sure improving with each issue.

It looks like rain, it doesn't look like rain.

This is a great job we've got, this job is the bunk.

It looks like rain, it doesn't look like rain.

The bass are biting, the bass aren't biting.

He's untrue to his wife, no one could be truer to his wife.

The new time tables are grand, the new time tables are the razzberries.

It's hot as heck, it's cold as heck.

We want shorter hours, we want longer hours.

It looks like rain, it doesn't look like rain.

It's the bunk to get up early in the morning, it's great to be an early riser.

Vaughn's an old fogey, Vaughn's a great guy.

It looks like rain, it doesn't look like rain.

So there you are—or are you?

\*\*\*

Conductor Peterson was seen by some of the boys on a homeward bound ferry boat smiling and making funny faces and signs at a little baby girl across the aisle. As the baby was accompanied by a young and rather attractive mother, the boys are wondering just whom Pete was trying to please.



Napoleon said if you want a thing well done, do it yourself. And Brother Fred let Henry Clark bring his bonus check home, but Henry lost it on the way.

Lovesick Meeks says a hug is a roundabout way of expressing affection.

Motorman Busby has found out that it pays to have your friends scattered all over the country. He recently received a ticket for speeding through San Bruno. Knowing that Conductor Care was an influential citizen of that fair city, he turned the ticket over to him and Brother Care had the penalty cut in half.

Conductor McDonald reports that he recently overheard the following conversation between Mike Banks and Mr. (heavy on the Mr.) Swanson as they were basking in the 24th and Bryant sunshine:

Banks: Whya don'tayew larn to spik do kerreck Henglesh lika I doa?

Swanson: Shure, und I can speak it yust as good as you.

Banks: Betcha you don'ta know whata do word affirmative means.

Swanson: Yes?

Banks: You win, Axel.

#### Curtain

Rene Brachais has changed his greeting from "Have you heard the one about the traveling salesman?" to "Have you heard the one about Mae West?"

The San Francisco News states that one of the things that affects the street car business is the fact that a ten million dollar garlic crop has been harvested.

Motorman Olesen owes that schoolgirl complexion to those long motorcycle trips he takes out in the country on his days off.

Angelo Johns had his first oversleep in fourteen years. He phoned in to get off to celebrate a national holiday and misunderstood the phone message. If you have ever listened in while Bartlett broadcasts with a mouthful of chewing tobacco, Hill Billy Shockey got his oversleep at three o'clock in the afternoon. What causes that?

A hotel is a place where you give up good dollars for good quarters.

#### Short Shots

Conductor Harry Edwards is planning to tour the country lecturing on technocracy.

Benjamin Schmidt is off on his bi-annual visit to Germany.

Motorman Langley has petitioned the company to install rubber street poles as his daughter is driving the car nowadays.

Where did those toothmarks in Ernie Spencer's ear come from?

Motormen McCarthy and Lang are forming the Van Ness South Nudist Colony.

Conductor J. Campbell's daughter is giving piano lessons in case you are musically inclined or would care to interest your kiddies.

Won't be long now before everyone is slapping your sunburned back.

Alcohol is a liquid good for preserving everything except secrets.

They've told this one about every fugitive from Jesse James down to the present time so we present you with the 1934 model. They trapped Dillinger in a mountain cave and were trying to starve him out but he was living on goat's milk. (He's got the sheriff's goat.)

Bicycling in Sweden is popular; more than 800,000 bicycles have been licensed there.

The world's largest canning city is the honor claimed by Ketchikan, Alaska.



### Things We Receive in the Mail

Dear Walt:

Last signup I worked with John Powers who was always insinuating he was my superior. Whenever I would make a mistake he would say, "no brains," and tap his forehead and say, "I use mine." This incident shows how much he does.

John had a great radio for which he paid a handsome price. It was his delight to get home in the wee hours after his run got through and tune in on Chicago, London, and points east. Now John's radio was a few years old and a slick salesman came along and talked him into buying a 1934 model of a different brand.

Now, if John had used his brains as he claims he always does, he would have had the new radio sent out on trial but instead he took the

salesman's word for it and traded his old set in, signed the contract, and then did he get stung? I'm laughing.

Yours truly  
Harry

**BRAINS:** The top floor apartment in the human block known as the cranium, and kept by the Sarah sisters, Sarah Brum, Sarah Bellum, assisted by Medulla Oblongata. All three are nervous, but are always confined to their cells. The brain is done in gray and white, and furnished with light and heat, hot or cold water (if desired) with regular connections to the outside world by way of the Spinal Circuit. Usually occupied by the Intellect brothers, Thoughts and Ideas, as an Intelligence office, but sometimes sub-let to Jag, Hang-Over and Company.

## Remittance Record

April, 1934

Division	April	March	Rank in March
Sutro .....	18	25	1
McAllister .....	30	36	2
Fillmore .....	44	40	3
Valencia .....	53	56	4
Mason and Washington .....	65	63	5
Oak and Broderick .....	83	85	6
Geneva .....	129	117	7
Third .....	135	137	8
Twenty-fourth .....	152	147	9
All Lines .....	82	82	

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EXPERT

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## Geneva Eight Wheel Gossip

By G. H. MAGNUSON



These months travel along swiftly — so swiftly that when the time comes to write a little dope it just seems like yesterday we did the same thing, and when it comes to doing our stuff in the writing end of it we're a failure. I'm willing to wager that many a good editor, after reading this column, has never been the same man, but laying all jokes aside, this Division's allotment and the work we do is always ready for some real good constructive suggestions relative to the monthly writings. The magazine travels far and wide and is read by a lot of people, and anything we all can do to help make it as interesting as possible is not only good for one, but for all.

The following was sent to me through the mail, and in the letter it stated for me to copy exactly what was written, so here goes. "Conductor Carl Johnson and his cute little girl friend 'TINY' have broken up for good. I thought you two would end up in matrimony, but I suppose I guessed wrong. But that isn't all. He is now seen quite often with a heavy-set girl by the name of PAT. I was informed that she was much in love with Johnson, and I would like to know if he is serious this time. My friends thought you had taste in women, but I guess they were wrong. Where's your sex appeal, Johnson?" Answer from Editor: "I myself think Johnson has very good taste by the looks of one little girl I think he likes quite a bit."

To be trusted is a greater compliment than to be loved.

Are you interested in increasing your pay check? Then don't forget to read the article on Page 1, "CO-OPERATION FOR ALL." It will help you to do so.

Is Motorman Bill Hayes bashful, or is it the girl? This question was asked me by an interested party. We know of a little blonde who went for him in a big way, and Bill didn't even give her a tumble. Again we ask you, what is the matter, Hayes?

Don't kick a man when he's down — he may get up.

Judge: "Mose, why do you want to divorce Mandy? Aren't your relations pleasant?"

Mose: "Mine is O.K., but Mandy's is terrible."

Byllesby Post No. 3000, Veterans of Foreign Wars, has been coming to the front since its inauguration, and it is clicking perfectly in every respect. Members from every department can be seen who are working for this company doing their stuff every second and fourth Friday of the month in the Memorial Building. But our Post in the past month lost a comrade who had his whole heart in the upbuilding of the Veterans' organization, namely, our first Post Commander, George Craig, who suddenly passed away at his home. **Gone but never forgotten.** Our sympathies are in this way extended to his family.

### Believe It or Not

The gophers that are digging up Motorman Grassi's lawn are so big he said you can swing a saddle on them.



Was it your face that got red when you heard that a lady was going to buy a motorman a machine?

Conductor Perry to lady: "Your transfer is late, I cannot accept it."

Lady: "But Conductor, I just got off the car."

Conductor Perry: "That excuse is not good. I tried that just before I got hired on the cars and it didn't work."

Conductor to Motorman: On a foggy night at Onondaga and Mission Street: "Who is moving that pole over there?"

Motorman: "That is no pole, that is Motorman Lewkowicz, who is acting inspector tonight."

Our Dispatcher Al Schirmer has taken Mussolini's orders very seriously about raising large families. He now has four baby canaries, and to see him watching them one would think he laid the eggs instead of the mother canary. Congratulations, papa and mama canaries.

Nathan Sowle, our milk fed baby, has been ordered to drink six quarts of milk every day. Motorman Grassi is going to sell him a cow for \$30.

Following is a list of conductors and operators at Geneva Division who had no remittance errors for a period of 31 days, from March 22, 1934, to April 22, 1934.

Adams, W.	LaRue, B.
Baldauf, W.	Lusk, W.
Berta, V.	McHughes, W.
Blackwell, F.	Meisl, J.
Brodbeck, A.	Muther, B.
Brown, L.	Nicolette, M.
Currie, R.	Oakes, E.
Dittero, C.	Sinclair, D.
Ensley, J. E.	Stoner, I.
Gerrity, R.	Strelesky, J.
Humphreys, W.	Walters, R.
Johnson, C.	Welch, F.
Johnson, J.	
Krick, T.	

Following is a list of motormen and motor coach operators at Geneva Division who had no chargeable accidents for a period of six months, November 1, 1933, to May 1, 1934.

Adams, C.	McLeod, D.
Adams, W.	Mann, B.
Bennone, E.	Menendez, M.
Blakeley, C.	Mesusan, C.
Bloomfield, A.	Milliken, L.
Brayshaw, J.	O'Malley, J.
Butler, S.	O'Neil, F.
Charlton, T.	Preston, J.
Cook, A.	Psarras, N.
Currie, R.	Quinn, A.
Dittero, C.	Quinn, A.
Dussourt, C.	Ray, A.
Fenton, C.	Ray, E.
Fitzpatrick, M.	Rothfuss, H.
Fredericks, J.	Refatti, D.
Frescura, J.	Rolando, A.
Gannon, E.	Schelley, L.
Gehring, R.	Scialenca, J.
Gikas, C.	Shroyer, W.
Grassi, W.	Sidery, J.
Hagan, F.	Slade, C.
Hayes, W.	Stack, C.
Heinzman, V.	Stamos, N.
Hoey, H.	Taylor, L.
Johnston, B.	Taylor, W.
Jones, H.	Vissas, F.
Keane, T.	Wade, S.
Knight, J.	Walde, G.
Konig, W.	Walters, F.
Latrouel, F.	Walters, R.
Leis, W.	Welch, F.
Lewkowicz, M.	Welch, P.
Loskey, F.	Wells, T.
Lusk, W.	Wescott, K.
McNeil, J.	Wetzel, R.
McDevitt, J.	Wood, C.

Free shoe-shines were given by a Visalia (California) bootblack to all men who marched in the town's Memorial Day parade.

Russian citizens wishing to leave their country must pay for their exit visas at the rate of 500 rubles for workers, and 1000 rubles for all other classes. The ruble is worth about 50 cents.



## Turk and Fillmore "Truth and Fable"

By D. S. FLOWERS



"The Moving Finger writes; and, having writ,  
Moves on: nor all your piety nor wit  
Shall lure it back to cancel half a line,  
Nor all your tears wash out a word of it."

## Commander George Craig

It is with the greatest of sorrow and regret that mention must be made of the passing of one of our fellow workers, George Craig. It is difficult to realize that he is no longer in our midst. George had been an employee of this company for twenty-five years. During this time he held a position of great responsibility—that of instructing probation motormen. Due to his integrity, patience, perseverance, and cheerful disposition, he proved himself to be one of our most worthy and highly esteemed men. He was not only valuable to himself and his own position, but a great many of our men were started on the road to success as a result of his guidance. We should feel truly grateful that it was our good fortune to have been associated with a man who had such an admirable character.

Not only was Craig active in his pursuit of earning a livelihood, but he also took a leading part in social and welfare circles. George was one of the founders of Byllesby Post No. 3000, Veterans of Foreign Wars, acting as temporary Commander until the Post was permanently organized. He had been an active V. F. W. worker for the past thirty years, and during recent years served as Commander of the McQuade Post. Due to his experience and perpetual interest in V. F. W. work, the Byllesby Post bestowed upon him an honor by electing him their first Commander. This office had been his for three months, during which time he had been a valuable leader in helping the Post become organized. To know him was to admire him; and now the fact that we are deprived of his influential presence is to be lamented by his many friends, co-workers and comrades of the V. F. W. May we be comforted in this bereavement by the realization of that which seems to us a great loss is for him a far greater gain.

We take this opportunity of extending to Sister Alice Craig, the bereaved widow, our most sincere and heartfelt sympathy. Our words would be futile toward comforting her in this hour of need. Knowing this, we must appeal to a higher power and ask His blessings upon her that she may be comforted and strengthened in her moments of sorrow.



Are you interested in increasing your pay check? Then don't forget to read the article on Page 1, "CO-OPERATION FOR ALL." It will help you to do so.

The following motormen at Turk and Fillmore Division have had no chargeable accidents for the past six months:

Anderson, M.	Meyer, E. A.
Anderson, A.	Madziarski, W.
Allen, V. E.	Mattson, G. I.
Blue, F.	Meza, M.
Borba, M. S.	Marchus, R. W.
Boschetti, M.	McLaughlin, C.
Balthaser, E.	Newman, E.
Berry, J.	Nelson, A.
Bethell, W.	O'Keefe, A. J.
Burns, M.	Patterson, L.
Coleman, E.	Rohrer, M.
Carley, L. S.	Rich, H. W.
Daroshka, F.	Ray, B. H.
Danley, B. F.	Regan, J. J.
Funnemark, C. L.	Rosser, J. M.
Hoover, T. C.	Stevenson, D. K.
H'mes, J. W.	Stenberg, A.
Harrison, W. L.	Smith, E. E.
Hurst, D. W.	Silva, F.
Higs reet, M.	Strong, E. L.
Juedes, J.	Summers, C. E.
Jones, J.	Sorg, G.
Lynch, J. J.	Settlemyer, D.
Law, H. A.	Sawyer, J. C.
Loomis, J. J.	Smith, D. C.
Loomis, H. J.	Tamblin, J. A.
Monteleone, J.	Watts, C. F.
Murnane, T. J.	Willhite, A. R.
Menegon, P.	Zitzelsberger, F.

The following conductors at Turk and Fillmore Division have had no errors in their remittances during the month of April:

Bradbury, T. J.	King, T. G.
Bartunek, V.	Lasserre, J.
Burnett, J.	Liff, H. C.
Beall, C. E.	Matheson, W.
Cain, A. J.	McCullough, J.
Dorgan, W.	Petrucela, C.
Ellis, G.	Picatoski, J.
Fernandez, J.	Schmidt, H.
Fernandez, E.	Stanford, L.
Giblin, P. V. J.	Stevens, C. N.
Hollis, A.	Tunstall, J.
Holsclaw, E.	Williams, T. E.
Hawkins, H. C.	Zuccarello, C.
Kennedy, C. W.	Longfellow, J.

"A great deal of what we call pleasure is largely imaginary," said the ready-made philosopher.

"I suppose so," replied the man who was working on his automobile.

"Now, wouldn't you like to be able to take a long ride without having to worry about speed limits or spark plugs or tires or anything at all?"

"I should say so!"

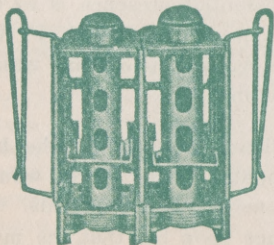
"Well, here's a street-car ticket."

Don Williams, selection

Chicago's population was only a few hundred when New York had over 200,000.

Chicago's World's Fair of 1893 exhibited neither the automobile nor the airplane.

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# McAllister Division

By J. M. CASEY



Conductor Russell Coleman of this division, as you know, lives out in the Mission district, and has for the last week been in the limelight. On account of Coleman's property being right next to the circus he was chosen to act on the entertainment committee from that district, so you see it pays to live out in the Mission. But Coleman has an eye for business, and before the circus left he had the "Blue Jay" in one of the side shows on exhibition as one of the seven wonders of the world.

Notice to conductors: McAllister Division has held on to second place on the conductors' remittance list until we have it just about worn out. So let us all get together and move up to first place. Show Sutro Division that we, too, are good money counters.

Motorman Jim Durkin is still on the sick list, but is able to get around and we hope to see him back on the front real soon.

If you see someone going down the highway in a cloud of smoke, why that will be Elmer Maples in his new Chevrolet Six.

Conductor Bill Hicks is all smiles these days. Some say it is because Motorman Bert Ireland is back on the job after being off on the sick list.

Motorman McClelland and Conductor Aldrich are on the sick list and have been for some time, but from reports they are coming along in good shape, and we hope they will soon be back on the job.

Are you interested in increasing your pay check? Then don't forget to read the article on Page 1, "CO-OPERATION FOR ALL." It will help you to do so.

Motorman J. J. O'Connell was elected Governor of McAllister Division by a large majority of votes, and we hope he justifies the confidence placed in him.

Conductor Oppenheim had the Chevrolet overhauled and we are of the opinion that he will either burn up the highways around town or the Chevrolet.

Bert Grant is off on the sick list, and we wonder if he is shopping for some new store teeth; hope he finds some that suit, and also fit.

Motorman Adams has given up the morning tripper on the excuse that the new baby keeps him awake at night, but we think George is too sleepy to get up in the morning.

Conductor Francis had a bit of tough luck with his new Chevrolet the other night, as a drunken driver ran into him head-on, but Roy says you can't hurt a good car.

Tommy Green has gone and done it again. This time it is a big yellow Chrysler coupe, and does Tom travel! "Does light travel?"

Our Dispatcher Johnson is very busy these days digging a well on his country place at Redwood City, and Bill says if the muscles and pipes hold out he will have water on the place soon.

Once a car owner always a car owner. Our Clerk Joe Casey now has a big Nash coupe. Just right for two people. Ask Joe.



Motorman R. J. Hayton and Conductor V. G. Carr went booming over the top in the final examinations. We want to congratulate them and hope they continue with the good work.

✓ ✓ ✓

Motorman Ireland is back at work after being on the sick list for quite a long time. Says he feels fine, but is rather disappointed that the Company did not adopt the twenty-six weeks insurance plan.

✓ ✓ ✓

The following is a list of the conductors at McAllister Division who for the month of April finished with a clear remittance record:

Aldrich	Logasa
Allman	McAuliffe
Anderson, C.	McGushin
Ball	Maples
Cummins	Mohr
Dail	Neely
Daly	Offen
Dauthier	O'Neill
De Risi	Oppenheim
Forde, J.	Price
Forde, T.	Reidell
Francies	Robertson
Gallemore	Schulz
Herschel	Sharp
Hooper	Sullivan
Jacobson	Thibault
Janetos	Wallace
Kellar	Ward
Kenyan	Williams
Kaplin	Youngberg
Kramer	Klein
Lawrence	Stern

J. FINN, President

R. B. FINN, Secretary

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Grandpa Lungreen just had to flop this morning as the stork brought a seven-pound daughter to the home of Lundgreen's daughter. He was so happy at being a grandpa he had to lay off and celebrate.

✓ ✓ ✓

Vacation time is here! Motorman Keyer and Conductor Burke took a trip to Yosemite Valley for two days stay and found the weather very fine.

✓ ✓ ✓

Motorman Schulman and Conductor Ben Kaplan are now filling in at Sutro Division and from last reports they have the situation well in hand.

✓ ✓ ✓

For Goodness Sake!

Mother: Mary, where have you been until 3:00 A.M.?

Mary: Walking, mother.

Mother: For goodness sake!

Mary: Yes, mother.

Phone Mission 3614

## GEORGE L. SUHR

SUHR & WIEBOLDT



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1465 TO 1473 VALENCIA STREET

Between 25th and 26th

San Francisco, Calif.



## Sutro Surf Bubbles

By H. R. FRANKLIN



Two pay days in one week during the month of April brought many happy smiles to the faces of the boys. The extra pay day at this division was on April 17th, when the 55 per cent profit - sharing

checks were distributed, and the surprise of it all was that many of the men received a larger amount than was expected. An extra pay check every three months in that manner is the same as having your money in a savings account, due to the fact that if you had drawn the given amount weekly most of us would have spent the money, but as it is now the money is saved for us and paid off in a lump sum, and can be used to very good advantage in any number of ways, even deposited in your savings account. We owe our thanks to the person or persons who are responsible for the idea.

Tragedy struck the division in the loss of Motorman J.M. Harpe, who passed away suddenly on the morning of April 21st, 1934. Harpe had been in the service of the company since May, 1920, working both as motorman and conductor. He was a very conscientious and steady worker up until the time of his tragic and sudden passing, and we will miss his services. To his bereaved family we extend our most heartfelt sympathy.

A newly born baby brings much joy to Motorman Andree Langerveld and Mrs. Langerveld, and all the men of the division wish at this time to offer their heartiest congratulations. The baby is a boy, 10½ pounds at birth, and arrived at 10:25 A.M. on April 20, 1934. Mother and

baby are getting along fine and we wish them every success.

Are you interested in increasing your pay check? Then don't forget to read the article on page one—"CO-OPERATION FOR ALL." It will help you to do so.

Rehearsing on the dial phone system at this office, Conductor S. Row (Governor), ran into an emergency case and was required to phone the Company operator, but ran into a dial phone and then his trouble started. How to get the number he wanted was the question. He had never used such a phone and he was out of luck until some kindly old gentleman who happened to be nearby came to his assistance. How about a few more lessons as practice generally makes perfect, Mr. Row?

Wedding bells have been ringing in this vicinity. Motorman Oscar L. Faulkner left the ranks of a bachelor to take unto himself a bride. Congratulations.

Welcoming several new men on our lines, Motorman William J. Borland, formerly an accountant, is now piloting a street car up and down Sutter Street.

Motorman Steve Nessinger, who was a truck driver, seems to be very happy in his newly allotted duties.

Conductor Ernest J. Bell, who has been a stationary fireman, is now watching out for the safety of the public on the rear platform of the Sutter cars, and while he found it a trifle different and difficult at first, he is improving every day.

All of us join together in welcoming these new-comers, and we pledge our assistance in helping them in every way possible to make their new surroundings pleasant.





Sutro Car House as it looked during the year of 1908, when the Park-Presidio District was mostly sand hills and prairies. Solitude and quiet seems to reign during the time the picture was taken. However, conditions have changed since that time. Motorman H. F. Basney furnished the photograph.

The very sudden death of Follow-Up Instructor of Motormen George Craig was a severe shock to the men of this division, and we all will mourn his passing.

To his bereaved family we extend our heartfelt sympathy.

~ ~ ~

Names of the motormen of Sutro Division who have not had a chargeable accident for the six months period October 1, 1933, to April 1, 1934:

Basney	Kaseeff
Bidgood	Kruer
Bulatoff	League
Combest	Lex
Concannon	Luck
Courtright	Miller
Dobie	O'Howell, C.
Donathan	O'Howell, H.
Dyson	Parnell
Ellis	Paul
Ferris	Perry
Fletcher	Ramer

Ford	Shatsky
Foster	Stirewalt
Friedenberg, C.	Taylor
Frisch	Timofeev, G.
Hewitt	Timofeev, M.
Hicks	Vinson
Higuera	Vorpahl
Hoffman	Whitehead
Jahnsen	Williams, J. G.
Jarett	Wittmer
Joynes	

~ ~ ~

Teacher: "Now if I subtract 25 from 37, what's the difference?"

Wee Willie: "That's what I say, who cares?"

~ ~ ~

We were very much surprised to have a visit from Mr. Wilson, who also has been in the hospital for several months. He is able to get around without the aid of either crutches or a cane, and will be back to his job as night watchman within the next day or so.



Editor's Note: Three births in a short space of time and all mentioned in this issue.

1 1 1

The following named conductors at Sutro Division are responsible for maintaining a very high and efficient remittance record, finishing the month of April with a mark of 18. These men did not make an error during the month.

Avila	Kocher
Ayres	Kroencke
Bailey	Langer
Bakke	Lucier
Bennett	McDermott
Bettini	McKennon
Bible	Marie
Broska	Marks
Bubel	Mathes
Campbell	Morgan
Chollet	Patton
Creighton	Pera
Dahl	Petersen
Dutton	Pierce
Edwards, C.	Prince
Edwards, T.	Pruitt
Garrett	Ramey
Gollob	Ross
Goodrich	Row
Hatch	Sawyer, G. G.
Holmes	Sawyer, G. O.
Humes	Shepherd
Hunter	Sullivan
Hutchins	Thacker
Jack	Toy
Jerabek	Williams, C.
Kasberg	Worthington

1 1 1

The no-error men were assisted by the following named conductors who made only one error during the month of April, 1934:

Bell	Herlihy
Briggs	Johnson, C.
Carson	Larison
Corporal	Loyd
Derry	Magnusson
Freeman	Marcum
Futch	Moore
Gillespie	Pepper
Graham	Puett
Gustafson	Stevens
Head	Van Matre

*No extra cost for*

# Tetra ethyl

# 76

*Union Gasoline*



**THE HIGHER  
ANTI-KNOCK  
LEADER**



Conductors John J. Hatch, Orie Hunter, Charles Mathes and George O. Sawyer are all confined in beds at the St. Francis Hospital. We appreciate the fact that they have had many visitors, as any number of the boys have called to see and cheer them up, and our wishes are for a speedy recovery for each of these men.

Motorman Frederick V. Hall has returned from a leave of absence which we believe was spent in some eastern city, and he looks as healthy and happy as ever. Life is merely one round of pleasure with him, and appearances show absolutely no signs of worry, whatever. Happy go lucky Hall.

Several new student instructors have been appointed and we wish to congratulate them on their appointments.

Ralph V. Donathan, Motorman Instructor, has instructed several students and enjoys this work very much.

Henry W. Kroenke, Conductor Instructor, is patiently awaiting his first student.

Ralph Strawn and Paul W. Frasher, Dispatchers, went out on the slews at Suisun, California, where Frasher has a boat, and where they had intentions of doing some fishing, but it had rained very hard and the boat was so badly flooded with water that they could not get it started. Therefore no fishing, and the trip was rather a disappointment. They were accompanied by their respective families, and have planned to try it over again in the near future.

Fred Taylor, motorman, had a number of teeth extracted, which keeps him away from his duties at present, and he has our sympathy, as we understand that he has to have some more extractions.

Motorman James Wiley is on the sick list and to date we do not know just the exact nature of the ailment, but thought that spring fever might be holding him away.

Conductor H. H. McDermott has another of his sick spells, and seems to feel as though he needs an operation. We expect him to be feeling fit after a brief rest, and to return to his post in the near future.

Motorman E. Schulman and Conductors Jim Allen and Ben Kaplan are at present enjoying duties on the Sutter lines. They come from McAllister Division and we appreciate their presence.

Conductor E. J. Bell claims that he is alert and we agree with him. Bell got his time mixed in some manner and reported for duty at 4:00 A. M., instead of 4:00 P. M. Just an incident in the life of a trainman.

Motorman Ralph V. Donathan deserves our congratulations inasmuch as Mrs. Donathan gave birth to a nine-pound baby girl on April 29, 1934. Donathan reports that mother and baby are getting along fine. The Donathan family now have two girls, for which we are sure they both feel thankful and proud. Congratulations to the happy family.

Homer Stewart, mechanic, was playing with fire and got rewarded for his efforts with a nasty burn. His face and hands were burned very badly and he has our sympathy. He is improving daily and we sincerely hope that he will be fully recovered in a few days.

An announcement of a newly born baby girl in the family of Mr. and Mrs. Joseph L. Gollob. The baby weighed 7½ pounds and was born at 1:30 P.M. on Monday, May 7th, 1934. We wish to extend our hearty congratulations to the Gollob family. The baby's name will be Marjorie Lorraine Gollob.



## Third Street Sparks from the Wire

By J. J. CARBONI

Are you interested in increasing your pay check? Then don't forget to read the article on Page 1, "CO-OPERATION FOR ALL." It will help you to do so.

The big blowout will soon take place. Conductor Louis Maurer has been planning the event for some time and expects to make it a grand affair. One thing to remember is that dinner will be served at the Palace Lunch from 1:15 A. M. to 6:00 A. M. Invitations will be sent out soon after this issue is published.

Oh yes! Conductor Krebs is on a strictly milk diet, and says he is getting good results.

Motorman Clarence (Tony) Krueger has been buying yesterday's doughnuts. Says he likes 'em better than tomorrow's doughnuts.

And Conductor Jack O'Leary is an expert ice cream cone tester.

Conductor Gleason says his private secretary is about to go to work as an inspector. Of what, we cannot say as yet.

At this writing we are informed that Motorman G. Graves' wife is doing very nicely after her illness.

Motorman Harrison of Twenty-eighth Street should at least notify the girls that he is not collecting at Silver Avenue any more, so that they will not have to go out of their way to greet him.

Anyone wishing a token of good luck (a pair of white mice) call at the Third Street carhouse, please.

It was heard in the gilley room that—

Motorman Heinie Rechnitzer is going to raffle his auto.

Motorman John Palameta cannot select them.

Conductor McGough can make the dogs talk to him.

Conductor Charlie Chenault still has his cane.

Motorman George (Mope) Schmidt likes bananas.

Motorman Merle Rodenberger likes coffee and French fried potatoes.

Motorman John Halkyard's famous words are "Ferry Car—Oakland Ferry."

Conductor Adams will have a better team next year.

Motorman Guy Merryman is surely glad to be with the old boys again.

Motorman Gussie Stoltz smokes two for a nickel cigars.

Motorman Bill Elsus found gold on his ranch.

Conductor Treadway is trying to find gold on his ranch.

Motorman Jack Griener went fishing the opening day and caught the limit.

Conductor Sullivan will yet pass the cigars around.

Motorman John Palameta made the four-foot jump.

Conductor Joe Oliva is some music instructor.

Night Dispatcher Jack Connors still has his smile.

Conductor Perry Price still walks over Fourth Street Bridge.

Jimmie Carswell of Twenty-eighth Street can't figure out why Third Street is always one, too.

Dispatcher Jackson says, "I'll see."

Conductor Jimmy Hanes is in training.

No other division can give Third Street a real race for the Safety Cup.



We are making a pretty good guess as to what it is that Motorman Tiny Williams is always talking about—Tiny's runabout Ford.

Conductor J. (Stormy) Burke has been to the circus and seen his famous web-foot duck.

Yes, sir! we are informed that Conductor Mahony sees all the featured fights. Mac can tell you all about a straight hook or a left uppercut.

We regret to announce the illness of Conductor Billy Owens, who is at St. Francis Hospital, and we hope for a steady recovery. A visit from the boys would be appreciated by him.

Mr. Joe Camica, lovingly known as "Joe," passed away April 26, 1934. He had been confined to his bed for quite some time. Mr. Camica had been with us a good many years, and those who work at Third Street remember him well, especially his peculiarity of always laughing at anything. To his family we extend our sympathy.

#### SHOP NOTES

Shopman Chips Farrenkoff's dahlias are doing fine. Some rare species will be exhibited at the Flower Show, especially Chips' new specimen called "Spring Fever."

Shopman Vogt surely knows the "hot dog" signs. He was seen buying some hamburger sandwiches along the route.

Shop Foreman Billy McGourty says a new office whistle will have to be installed as the old one is getting rusty.

Shopman Tiny Pierre will soon be taking Night Foreman J. Dwyer out fishing for the big catch.

The following motormen at Third Street Division were not charged with an accident from October 1, 1933, to April 1, 1934:

Almlund, J.	Jackson, C.
Allemand, J.	Kelleher, W.
Andersen, G.	Krueger, C.
Behnke, C.	Laughlin, W.
Byron, D.	Laherty, R.
Clinton, M.	McGlynn, P.
Carlock, R.	Missa, S.
Dudune, S.	McCarthy, P.
Du Bose, C.	Palameta, J.
Elsus, W.	Percival, O.
Eaton, A.	Rechnitzer, H.
Finn, W.	Rodenberger, H.
Fox, J.	Reimers, H.
Greiner, J.	Ruiz, S.
Healy, P.	Simas, A.
Hutchings, W.	Schmidt, G.
Hoppe, F.	Smith, C. J.
Hergott, S.	Stone, T.
Halkyard, J.	Stephens, H.
Jones, F.	Theodos, J.

The following conductors at Third Street Division were not on the short and over list during the month of April 1934:

Chenault, C.	Dinneen, J.
Gianola, D.	Redahan, P.
Sumner, H.	Cadigan, T.
Ott, W.	Scarry, L.
Cassotta, D.	Skinner, C.
Krasno, J.	Miller, D.
Schivo, E.	Bauman, G.
Mason, W.	Owens, Wm.
Hanes, J.	Cameron, A.
McCabe, B.	Sullivan, E.
Bouscal, I.	

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## Oak and Broderick

By J. L. EDMISTON

Are you interested in increasing your pay check? Then don't forget to read the article on Page 1, "CO-OPERATION FOR ALL." It will help you to do so.

George Simpson has gone into the motion picture business, and right at present is making travelog pictures down in New Mexico and Arizona. George expects to get some wonderful pictures down in that section of the country, which will be very interesting to those who see them.

Oak and Broderick extends its deepest sympathy to Jack Martin in the death of his beloved wife, who passed away from heart trouble.

Sperry Lusto, speaking of singing, says he is a perfect tenor.

Motorman E. B. Duke took several days off and went big game hunting at Grass Valley. Earl supplied himself with plenty of ammunition, so he expects to get the limit of "cotton tails" before he gets back.

Colonel Henry Marison Byllesby Post 3000 met on Friday, April 13th, at the War Memorial Building with an attendance of around fifty. A committee was appointed on the degree team. The ladies' auxiliary is coming along fine with quite a few of the comrades' wives signed up already. Comrade J. E. Lewis was appointed head of the degree team, and of course will bring the team out in fine style.

Conductor Frank Gent is the proud father of a fine bouncing baby boy, weighing 8½ pounds. Congratulations to you, Mr. and Mrs. Gent, and may the boy grow to be a fine dashing young man.

Motorman Henry did away with the old gas eater, the Cole eight, and bought Al O'Rear's Studebaker car. Henry is now putting on all kinds of class, and says he does not have to stop at every gasoline station along the line to keep going.

Harry Terrell, one of our ace motormen, of the Ellis Line, was taken quite seriously ill and moved to the St. Francis Hospital. Glad to state at this time that he is getting along very nicely, but it will be some time before he will be able to leave the hospital.

Tom Jim Stassa is wearing a hat with the brim all punched full of holes, which he says is to keep his hair from falling out.

Wm. Hansen, Manager  
Dan McLaughlin, President  
Geo. J. Asmussen, Secretary

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Sam Siegel took a run on Masonic this time, and likes it so well that he has not laid off since he started on it. Sam says working with J. C. Miller is just like taking a day off.

Steve Wierzbick says his V-8 Ford sure works perfect. He said he gave it a try-out one morning early and the best he could do was 87 3-10 miles per hour. Steve ordinarily is not a very fast driver, but he wanted to try this car out to find out just what kind of a boat he is riding in.

George Martin started his vacation early this year. George figures this is the nicest time of the year to take a vacation, and he will be on the old stamping grounds when the fishing season opens. When it comes to fishing and fish stories, George ranks with the best of them.

Dave Graves sure picked an early run this time by taking one Haight-Ocean. Dave claims he can't sleep after 4:00 A.M., so that is the reason for it.

Emil Hausel is the proud possessor of a pair of very beautiful silver slippers, which he found on the car. Emil was in hopes that the owner would show up to claim the lost slippers, because if the owner was anywhere near as beautiful as the slippers, she would be some owner. Emil has put the slippers in his hope chest for future reference.

Here is a list of the boys who were, or are laid up for repairs in the St. Francis Hospital. George Broyles was operated on for double hernia. Glad to state that he is coming along fine. Tom Marshall was also operated on for hernia. Tom figured this was the opportune time to have the operation, so now is coming along nicely. Glad to state at this time that George Fox, who almost passed out of the picture during his operation, is back on the job again, feeling fit as a fiddle. The operation was a complete success. Last, but not least, is Fred Barnett, who had his tonsils removed. Fred was in the hospital but a short time, and now is feeling 100 per cent.

The following motormen at Oak and Broderick Division had no chargeable accidents from October 1st, 1933, to March 31st, 1934:

Allen, M. R.	Lemon, A.
Anderson, Jno.	Lasater, C.
Boone, C. M.	Lacey, H.
Bartling, A. F.	Larsen, R.
Barrill, H. A.	Marshall, T.
Barnett, C. J.	Miller, J. C.
Clark, A. E.	Milne, J. G.
Clark, W. F.	McCullough, T.
Cuyler, O. L.	Navarra, J.
Clouter, W.	Noll, H.
Dillon, A. B.	O'Lanier, H.
Dodd, B.	Polcyn, J.
Estus, H.	Proovich, G.
Fordtran, G.	Pfeiffer, H.
Fraser, E. L.	Quistad, J.
Geldmacher, C.	Rice, J. G.
Holzmuller, W.	Seegos, P.
Hutchinson, J. J.	Stihl, J. M.
Hudaklin, M.	Stevens, W. H. 966
Hynch, J. J.	Simpson, G. R.
Hower, S. E.	Southworth, A. J.
Hamilton, H.	Stevens, W. H. 914
Heintz, C. Y.	Stansbury, J.
Herman, H.	Stockler, A. A.
Hodges, R. E.	Treanor, J. J.
Jewell, E. H.	Wiedl, A.
Jenkins, W.	Wollesen, A.
Jablonski, S.	Wheaton, F.
Kulis, M. L.	Walker, H. T.

## CONDUCTORS I

Inquiring passengers will appreciate the courtesy if you direct them to

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Conductor C. C. Rudiger, who has been convalescing from an injured knee, made a trip with his wife to the Yosemite Valley. Charlie says this is the best time to go there, as you have quite a variety of climate, springtime on the highways, in the valley, and plenty of snow on the top of the mountains. He also states that the waterfalls are booming now and the scenic views are beyond description.

~ ~ ~

Anyone wanting to know the history of pedigreed dogs, see Blackie Dini, or G. Pisani, as they are right up to the minute, and can give you the name, date and place of any dog you may mention. Also how fast they can run.

~ ~ ~

Motorman Eugene L. Fraser was happily married to Margaret Wilson of Olympia, Washington, at Redwood City. Oak and Broderick wishes to congratulate the happy couple and hope all their troubles will be little ones.

~ ~ ~

The following list gives the names of conductors at Oak and Broderick Division who were not on the short and over list for the month of March, 1934:

Byers, W. G.	Hathaway, J. W.
Boone, B.	Harper, L. R.
Bain, H.	Harp, D. K.
Blyth, E.	Jacobs, W.
Baillie, J.	Mill, W.
Belden, R.	Mayville, H.
Broyles, G.	Murry, H.
Colbert, P.	Mosk, J.
Cowden, R.	Polivka, A.
Coffey, M.	Rudiger, C.
Diamond, A.	Ramarth, J. C.
Davis, J. A.	Sabo, H.
Kinkelstein, B.	Schlichting, C.
Fox, G.	Shelton, E.
Goldstein, H.	Wyhlidko, J.
Hamann, H.	Wilks, J. D.
Hood, C. L.	

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## 28th Street—Castro Cable

By JAMES O. BITTLES and DANNY DONOHUE

Stanford Hall has been demolished. In other words, that building across the street.



In our inquiries we failed to meet anyone who remembers when it was built.

Inspector Dick Garland admits that he did not see it built, but he started his railroading the same year, way back in 1886.



Are you interested in increasing your pay check? Then don't forget to read the article on Page 1, "CO-OPERATION FOR ALL." It will help you to do so.

Of course, as you know, those were the good old horse-car days when conductors paid the driver every night. How about it, Dick?

But how did the drivers drag the line in those days? They must have stopped to give the horses a drink.

We must get Inspector Garland and Motorman Pat Flynn in a corner some time and learn the inside tricks of those horse-car days.

Our profit-sharing checks came in very nice and we are looking forward to the next one.

We hope the wives were in on the profits also. Yes, ladies, the boys all got their checks.

The Byllesby Post of the V. F. W. held their second meeting, followed by a hot-dog social.

Motorman Lewis was appointed chief barker and dispenser of the hot dogs.

Motorman Polidori arrived in time for supper. Frank got away with about six puppies.

We were all shocked and surprised at the sudden passing in death of the Post Commander, George Craig.

In his passing the Veterans of California have lost a good friend, and the Market Street Railway a valuable employee.

The less fortunate war veteran could always turn to Commander Craig in time of need, and George was always ready to go to the bat for a fellow employee.

This column sends its deepest regrets to that kind and lovable wife who has walked down life's road step by step with him.

You are gone, "Good Comrade," to join that column on ahead,  
You have left us to join our noble dead;

We shall miss your smile, a smile you freely gave,  
Sleep on, "Good Comrade," in your soldier's grave.

We want to thank the many comrades from the various divisions who attended the services and funeral.

Did you ever hear Johnny McKeown playing the harmonica and singing about the spinning wheel in the parlor? Well, we did.



Did you ever hear his brother singing high tenor with his eyes closed? Well, we did.

Did you ever hear the two of them singing "Mother Machree"? They sure can murder that poor old lady.

Conductor Diduch wants to know if there is an Irish song called "The Lass from the County Cork." She ought to know, Pete.

Conductor Hayes spends an hour looking into that baby store window on Mission Street. Yes, Pete, there are lots of things they need.

Motorman Bill West wants California and the National Broadcasting Company to know that he has a blue ribbon baby. Change your vest, Bill.

Conductor Jeans and wife just returned from a two weeks vacation in Portland, Oregon, where they visited his brother. A pleasant trip was had both ways.

Motorman Cullen is that way again. Yes, Tim, a fellow gets lonesome.

Bill Strohecker would like to know what John Carboni did with that sack of bananas he took home the other morning.

We understand that Conductor Hennessy is going to say "I do" pretty soon. And they lived happily ever after.

Conductor Rassouchine expects to have his own piano studio in the near future where he can devote more time to his pupils.

Just because he wanted to attend the Easter morning service on Mt. Davidson is no reason why Motorman Alles should take a No. 8 car for his transportation.

Motorman Carr says wine goes good with fish. Yes, Johnny, but why

don't you eat the fish?

Conductor Temple Martin does not have to try and hide his face when he walks down Mission Street with that gal. Yes, Temple, we know her.

The following named conductors of 28th Street Division have had no remittance errors for the month of April, 1934:

Abbott, A. A.	King, W. E.
Becker, M.	Leahey, F. T.
Beebe, L. R.	Lewis, J.
Beebe, R. R.	Ligon, D. C.
Bleucher, C. J.	Long, F. E.
Borroo, W.	Lowrey, L. L.
Boyer, V. C.	Lunden, P. H.
Brill, A. C.	McCarthy, M.
Brown, D. G.	McCoy, D.
Cain, J. R.	McGeorge, J. M.
Chalmers, L.	McKeown, E. T.
Connolly, P. J.	McKeown, J. M.
Cooke, A. T.	Morris, J. L.
Cox, S. E.	Mullin, P.
Curtin, D. J.	Nerio, P.
Curtin, D. J.	Ochesky, H. L.
Daly, M.	Papale, J. J.
Diduch, P.	Parker, L. R.
Doran, E. T.	Parmely, J. W.
Eaton, C. O.	Patterson, T. A.
Eldh, C. L.	Peak, C. J.
Elrod, C.	Plunkett, P.
Fehlemelcher, W.	Pocklington, G. W.
Forslow, E. E.	Porickey, J.
Frisella, J. J.	Rallis, G.
Gallagher, J. F.	Rassouchine, V.
Gallagher, R.	Sanders, G.
Giroux, A.	Schaap, A. J.
Graber, H. L.	Scott, R.
Griffith, J. F.	Shaw, A. L.
Guerrero, C. J.	Sherman, W. A.
Hardin, J. T.	Siemens, D. R.
Haupt, R. S.	Siess, R.
Hays, P. Z.	Simon, E.
Headen, J. M.	Slack, J. B.
Healy, W. M.	Smith, R.
Heffernan, C. J.	Stockdale, C. A.
Hendricks, W. P.	Sutilef, C. R.
Higueria, M. F.	Thibault, J. A.
Hitchcock, A. H.	Thompson, S. E.
Hogan, J. E.	Vanarsdell, V.
Houston, A. H.	Vogel, W. C.
Hoy, O.	Whelton, C.
Hughes, F. C.	Watters, K. B.
Keegan, W.	Wiser, J. H.



Where has Conductor Cox been keeping himself lately? Is it possible that Tim Cullen's friend has a friend?

We had the pleasure of seeing Motorman Thomas pushing the baby buggy down Mission Street, and was his face red?

Frank Merrill wants to know if it's old-fashioned to send a crushed flower in a letter.

Conductor McCarthy wears a bathing suit made of copper. Joe says it improves his driving.

Conductor Healy still remains smooth shaven. Yes, it makes him look boyish.

Don't you like the bell bottom pants Motorman Willwerth wears? Well, she does.

Motorman Hester says he likes strawberries, but that they are very annoying to his upper plate.

No wonder the girls don't like Johnny Frisella any more. He is getting too fat. Why don't you reduce, Johnny?

Conductor Pat Mullin won Beebe's radio; that what he gets for taking a chance.

When a man asks a barber for a close shave it means that he is in love, but Conductor Welch denies it.

Following is a list of our 28th Street family who are absent on account of illness and who, we understand, are progressing favorably:

Schaap, A. J.	Lowder, E.
Curtin, D. J.	Boitano, V. J.
Fehring, W. B.	Rood, E. O.

Motorman Young's pigeons came in second in the 100 mile race from Roseville, losing by only three yards. Looks like the crows are clicking, Henry.

Things must be getting bad as Motorman Brothers wore the same tie two days in succession.

The following named motormen and gripmen of the 28th Street Division have had no chargeable accidents for the past six months, November 1, 1933, to May 1, 1934:

Allard, E. A.	Lupi, A.
Atteberry, J. E.	McPhun, C.
Attebery, W. L.	Metro, M.
Biboli, D. C.	Morrison, F.
Bishop, H. N.	Olden, C. E.
Botts, H. L.	Osterode, F.
Burns, E. E.	Pallas, J.
Cantoni, L.	Philbrook, C. O.
Catoir, C. E.	Rood, E. O.
Codino, D.	Saunders, E.
Cresci, O.	Semmelbaack, J.
Crossen, B.	Schleub, A.
Cullen, T. P.	Schulack, J. A.
Davis, O. M.	Sheridan, R. C.
Drummond, C. W.	Strohecker, W.
Dunkle, W. W.	Thompson, W. A.
Easter, C. D.	Tyson, O. C.
Gallo, C.	Vanoni, M. L.
Gordon, L.	Walter, F. C.
Hageman, G. E.	Ward, E. M.
Hanneman, C. F.	West, W. H.
Harrison, J. S.	Wickett, C. E.
Hatzis, J.	Wilkening, F.
Healy, T.	Williams, C. T.
Helbush, P.	Williams, S. W.
Holtzen, F.	Willman, J.
Horton, J. B.	Willwerth, J. F.
Hugh, E. H.	Witt, R. H.
Jones, H.	Wormell, F. W.
King, H. G.	Young, H. W.
Lowder, E.	Zucconi, E.

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—S. F. Chronicle Photo.

Henry Marison Byllesby Post 3000 V.F.W. The following named employees of Market Street Railway Company can be found in the picture: George Craig (deceased), H. L. O'Lanie, M. Guttman, H. E. Cooley, D. Flowers, L. Patterson, R. Lyons, J. E. McDevitt, F. Jackson, J. A. Strelesky, E. H. Jewell, G. Simpson, R. L. Emerson, H. G. Wilson, F. Johnson, T. Tyers, J. Navarra, T. E. Williams, J. Pennick, N. Gonzales, F. Wheaton, J. W. Himes, R. Coleman, M. Shetookin, A. Ruffoni, G. Melikean, G. G. Sawyer, D. Donohue, J. E. Carswell, J. Bedford, J. S. Higuera, E. H. Azevedo, W. Luck, S. Siegel, H. Pfeiffer.



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